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Procurement Folder: 1797541

Procurement Type: Central Master Agreement

Vendor ID:

Legal Name: LB Technology, Inc.

Alias/DBA:

Total Bid: \$0.00

Response Date:

Response Time:

Responded By User ID:

First Name:

Last Name:

Email:

Phone:

SO Doc Code: CRFQ

SO Dept: 0803

SO Doc ID: DOT2600000037

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Status: Closed

Solicitation Description:

Total of Header Attachments: 2

Total of All Attachments: 2



Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

**State of West Virginia
 Solicitation Response**

Proc Folder: 1797541
Solicitation Description: 81260040 Winter Fleet Management Tracking
Proc Type: Central Master Agreement

Solicitation Closes	Solicitation Response	Version
2025-12-16 13:30	SR 0803 ESR12102500000003496	1

VENDOR
 VS0000050728
 LB Technology, Inc.

Solicitation Number: CRFQ 0803 DOT2600000037
Total Bid: 0
Response Date: 2025-12-11
Response Time: 13:18:28
Comments:

FOR INFORMATION CONTACT THE BUYER
 John W Estep
 304-558-2566
 john.w.estep@wv.gov

Vendor Signature X **FEIN#** **DATE**

All offers subject to all terms and conditions contained in this solicitation

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
1	Fleet Management System Software	0.00000	EA	9.950000	0.00

Comm Code	Manufacturer	Specification	Model #
43230000			

Commodity Line Comments: Basic Monthly Service per vehicle/asset includes :

1. Access to the FleetTrack fleet management portal
2. FleetTrack OBDII, J1939 or Hardwired GPS Device
3. Bluetooth Driver ID key fob
4. Y harness and or power cabling for any vehicle type
5. API Feeds

API feeds included in the Basic Service allow the FleetTrack platform to integrate with the following systems at no separate charge:

1. WVDOT Fleet Management System
2. Fuel Master
3. Remis
4. WVDOT ESRI
5. ArcGIS and ArcGIS Enterprise
6. 511 State Highway Information Center
7. Assetworks

Extended Description:

Fleet Management System including software, tracking, real time monitoring, firmware updates.

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
2	Fleet Management System Hardware	0.00000	EA	0.000000	0.00

Comm Code	Manufacturer	Specification	Model #
31160000			

Commodity Line Comments: LB Technology does not charge separately for GPS hardware, BT Driver ID key Fobs and OBD/J1939 Y harness or cabling components. The cost of the equipment is subsidized and fully included in the monthly recurring software charge per vehicle. This approach allows the agency to receive all required hardware without any upfront capital expense and ensures a consistent and predictable operating cost for the term of the agreement.

Extended Description:

Fleet Management System Hardware

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
3	Fleet Management System Firmware	0.00000	EA	22.900000	0.00

Comm Code	Manufacturer	Specification	Model #
43233005			

Commodity Line Comments: Winter Operations Monthly Service per vehicle/asset includes :

1. Access to the FleetTrack fleet management portal
2. FleetTrack OBDII, J1939 or Hardwired GPS Device
3. Bluetooth Driver ID key fob
4. Y harness and or power cabling for any vehicle type
5. API Feeds
6. RS232 Snow plow controller integration cables
7. I/O Expansion Cable
8. Advanced data & reporting analytics
9. Access to the Heat Map module with route decay

Plow controllers Included: Rex Roth, Compu Spread, Force America, and Certified Power

Extended Description:

Fleet Management System including software, tracking, real time monitoring, firmware updates.

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
4	Fleet Management System User Interface	0.00000	EA		

Comm Code	Manufacturer	Specification	Model #
43232306			

Commodity Line Comments: LB Technology, Inc. will not be bidding on this commodity line.

Extended Description:

Fleet Management System including software, tracking, real time monitoring, firmware updates.

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
5	Fleet Management System Bread Crumbing & Asset Route Tracing	0.00000	EA		

Comm Code	Manufacturer	Specification	Model #
43230000			

Commodity Line Comments: LB Technology, Inc. will not be bidding on this commodity line.

Extended Description:

Fleet Management System including software, tracking, real time monitoring, firmware updates.

Exhibit A - Pricing Page

CRQM DOT26*21 WINTER FLEET MANAGEMENT

Cost information below as detailed in the specifications.

(Vendor must provide the individual cost breakdown for the components listed below and all related costs associated with the implementation.)

3.2 Basic Fleet Management (or equal)	Plan or Feature Description
GO Device Bundles with Installation or equal	
Basic Fleet Management	Geotab GO9 or GR9 telematics, Proplus plan, universal harness, standard installation (as defined below), and training or equal, Part# Proplus Plan or equal.
Includes (1) of the following:	
	Geotab GO9 telematics device,Part# GO9-LTEATTA or equal
	Geotab GO9 Telematics Device, Part# GO9-LTEVZWA or equal
	Geotab GO Rugged 9 telematics devicePart# GR9-LTEATTA or equal
	OBDII extension cable pack for GO devicesPart #HRN-BS16S4 or equal
	Custom 3-Wire harness kit. the custom kit contains the harness and a fuse kit, Part # HRN-CW03KW or equal

	6-Pin straight harness for heavy-duty Deutsch connector installations in North America, Part# HRN-DS06S4 or equal
	6-Pin heavy-duty T-harness for installations where the Deutsch connector needs to remain available for other applications, Part#HRN-DS06T2 or equal
	Universal Rugged Heavy-Duty T-Harness Kit (IP67) Part#HRn-GR09K1 or equal
	connector kit includes a 9-pin T-harness and 4 different mounting adapters for use in most Heavy-Duty international vehicles. Eliminates the need to know vehicle information in advance, Part# HRN-GS09K2 or equal.
	Universal OBDII T-Harness Kit - Multi-connector kit includes a T-Harness and twelve different mounting adapters for use in most light-duty and medium-duty international vehicles. Eliminates the need to know vehicle information in advance, Part# HRN-GS16K2 or equal.
	Harness to connect GO RUGGED device to vehicle diagnostic port for engine data, Part# HRN-RS12S2 or equal.
	3-wire harness kit for GO Rugged. The kit contains the the harness and a fuse kit, Part# HRN-RW03K4 or equal.

<p>Includes (1) of the following:</p>	
	<p>Installation of a GO device with the use of a hardwired connection to the ignition, power and ground. Trip fees up to 50 mi/km are included, Part# INS-GOHDWIRE or equal.</p>
	<p>Installation of a GO device with or without a T-harness Part # INS-GOSTRD or equal.</p>
<p>GO Device Bundles without Installation</p>	<p>Geotab GO9 or GR9 telematics, Proplus plan, universal harness, standard installation (as defined below), and training, Part # Proplus plan or equal. *Self installed*</p>
<p>Includes (1) of the following:</p>	

	Geotab GO9 telematics device, Part# GO9-LTEATTA or equal
	Geotab GO9 Telematics Device, Part# GO9-LTEVZWA or equal
	Geotab GO Rugged 9 telematics device Part# GR9-LTEATTA or equal
	OBDII extension cable pack for GO devices Part #HRN-BS16S4 or equal
	Custom 3-Wire harness kit. the custom kit contains the harness and a fuse kit, Part # HRN-CW03KW or equal

	<p>6-Pin straight harness for heavy-duty Deutsch connector installations in North America, Part# HRN-DS06S4 or equal</p>
	<p>6-Pin heavy-duty T-harness for installations where the Deutsch connector needs to remain available for other applications, Part#HRN-DS06T2 or equal</p>
	<p>Universal Rugged Heavy-Duty T-Harness Kit (IP67) Part#HRn-GR09K1 or equal</p>
	<p>Universal Rugged Heavy-Duty T-Harness Kit - Multi connector kit includes a 9-pin T-harness and 4 different mounting adapters for use in most Heavy-Duty international vehicles. Eliminates the need to know vehicle information in advance, Part# HRN-GS09K2 or equal.</p>
	<p>Universal OBDII T-Harness Kit - Multi-connector kit includes a T-Harness and twelve different mounting adapters for use in most light-duty and medium-duty international vehicles. Eliminates the need to know vehicle information in advance, Part# HRN-GS16K2 or equal.</p>

	Harness to connect GO RUGGED device to vehicle diagnostic port for engine data, Part# HRN-RS12S2 or equal.
	3-wire harness kit for GO Rugged. The kit contains the the harness and a fuse kit, Part# HRN-RW03K4 or equal.
Includes (1) of the following:	
	Installation of a GO device with the use of a hardwired connection to the ignition, power and ground. Trip fees up to 50 mi/km are included, Part# INS-GOHDWIRE or equal.
	Installation of a GO device with or without a T-harness Part # INS-GOSTRD or equal.
OEM embedded Solutions	
	Part # Ford Premium Plan or equal
	Part # GM Premium Plan or equal
Extended Coverage	
	Monthly service plan for IOX Iridium satellite add-on. Must be combined with the GO-Bundle. Part #Satellite Plan or equal.

	IOX Add-On for Iridium Satellite Support (Includes Iridium modem and antenna) Part# IOX-SATIRDV2 or equal
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Public Works (Winter Ops)	
	Monthly service plan for public works add-on. Must be combined with GO device bundle, Part# Public Works Plan or equal.
	IOX-WKS integrates with the GO9 device as a part of the Geotab Public Works Solution for government fleets part# IOX-WRKS or equal.
	Cable - CS440 Integration, Part# HRN-CS440 or equal.
	Cable - CS550 Integration, Part# HRN-CS550 or equal.
	Cable - DB-9 Null Modem Integration, Part# HRN-DB9NM or equal.
	Cable - DB-9 Serial Integration (15FT), Part # HRN-DB9SI1F or equal
	Cable - Force America Integration, Part # HRN-FAI or equal
	Cable - Flex 4 Integration, Part # HRN-FLEX4or equal
	Cable - Giletta Integration, Part # HRN-GILINT or equal.

	Cable - Schmidt Integration, Part # HRN-SCHINT or equal.
Camera Add-On Solution	
	Monthly service plan for Surfsight add-on. Must be combined with GO device bundle. Part # Surfsight plan or equal
	Surfsight - AI-12 Dual Camera w/128GB SD Card, w/Sim & tamper proof case, Part #MKH-SRFAI12128SIB1 and Part # MKH-SRFPERTPCS or equal
	Surfsight adaptor plugs for use with HRN-TNULL. Required for compatibility with Surfsight AI-12 Camera Part # HRN-CBLPWRS50011P or equal
	Surfsight OBDII Power Adapter, Part # HRN-SGCBODD or equal.
	A T-Harness to connect a GO Device with a custom telematics device, Part # HRN-TNULL or equal
Geotab Keyless for Car Sharing Fleets	
	Motorpool operations plan, including telematics-based vehicle access, reservations, training, support, and warranty plan. Must be paired with monthly ProPlus plan. Part# Motorpool Plan or equal.

	Tap and Go Keyless plan, including telematics-based vehicle access, training, support, and warranty. Must be paired with monthly ProPlus plan. Part # Keyless Plan or equal
	IOX Add-On for Keyless functionality, with integrated keyfob. Can be paired with Part #INS-GOADV and Part #INS-STRINHIB or equal.
	IOX Add-On for Keyless functionality, without integrated keyfob. Can be paired with Part #INS-GOADV and Part #INS-STRINHIB or equal.
	Geotab Keyless NFC fob (with adhesive backing) to be used with Part# IOX-NFCREADERA or equal.
	Starter inhib harness for Geotab Keyless. For use with a part# IOX-Keyless version B1 for bladed key installations requiring starter inhib functionality. NOT for use with non-labeled versions of IOX-Keyless, part# HRN-CX10S4
	QR Tag for IOX-Keyless key shipment to Geotab, Part# SPR-QRTAG or equal
Installation Services	
	Installation of a hardwired Asset tracker. Trip fees up to 50 mi/km are included, part# INS-Assetwired or equal.
	Installation of a Solar or Batter Powered Asset Tracker. Trip fees up to 50 mi/km are included. Part # INS-Assetwireless or equal.
	Installation of one front facing camera solution. Does not include GO device installation. Trip fee up to 50 mi/km are included. Part# INS-Camera or equal.

	<p>Installation of a GO device with T-harness and up to two IOX cables (i.e. Part# IOX-NFCREADER, IOX-GOTALK) Trip fees up to 50 mi/km are included. Part # INSGOADV or equal</p>
	<p>Installation of a GO device with the use of a hardwired connection to the ignition, power and ground. Trip fees up to 50 mi/km are included. Part # INS-GOHDWIRE or equal.</p>
	<p>Installation of a GO Rugged Device with or without a T-Harness, part #INS-GORUGGED or equal.</p>
	<p>Installation of a GO device with or without a T-Harness, part# INS-GOSTRD or equal.</p>
	<p>RO Device. The swap needs to occur in the same vehicle on the same day and applies for standard, advanced and hardwired installations. Trip fees up to 50 mi/km are included. Part # INS-GOSWAP or equal</p>
	<p>Vehicle not available at the time and place of the scheduled installation, part# INS-NOSHOW or equal.</p>
	<p>Removal of a GO device. Applies for hardwired, advanced, and standard installed devices. Removed device and harness will be returned to the customer. Trip fees up to 50mi/km are included. Part# INS-Removal or equal.</p>
	<p>Removal of a competitor device before GO device installation. Can be ordered only in addition to a Standard, Advanced, and/or Hardwired Install. Part# INS-REMOVALNONGO or equal</p>

	Service or repair of an existing GO device or Geotab accessory. Trip fees up to 50 mi/km are included. Part# INS-Service or equal
	Trip fee per 1 mi/km for installations that require trips over 50 mi/km. Only mileage.kilometers in excess of 50 mi/km one way shall be billable. Part# INS-Tripfee or equal.
	Installation of Public Works (Winter Ops) solution. Includes spreader and plow controller and one external accessory connection. Part # INS-WTROPS or equal.
Additional Hardware One Time Cost	
	Blue NFC Driver ID Tag Part#GEO-NFCFOBBLU or Equal
	NFC Driver ID Sticker Tag with blue inner label Part # GEO-NFCSTKBLU or Equal
	Bag of (20) qty. Blue NFC Driver ID Tag Part # GEO-NFCSTKBLU30 or Equal
	Serialized cable tie, also known as a zip tie (pack of 100) Part # GEO-ZIPSEAL100 or Equal
	Battery disconnect bypass harness for GO device. For use on any vehicle with a positive battery terminal disconnect switch. This kit contains the harness and fuse kit. Part #HRN-BD16K1 or equal.
	Custom proprietary harness for enhanced engine data support on select Fiat and Chrysler vehicles in Latin America Part # HRN-BF11A1 or equal

	OBDII extension cable pack for GO devices - replaces the part# HRN-INSTALLPACKV2, Part# HRN-BS16S4 or equal.
	Flat OBDII extension harness for GO devices, Part # HRN-BS16S4F Or equal
	OBDIII harness for GO devices - includes special vehicle connector to receive engine data from medium-duty vehicles, part# HRN-BUY16Y5 or equal.
	Custom proprietary adapter for Volvo vehicles in Latin America and Europe. Requires Part# HRN-CM24Y1. Part# HRN-CE04A4 or equal.
	Custom harness kit for Volvo/Mack vehicles, 2019 or newer, in North America. Requires HRN-CM24Y1. The custom kit contains the harness and a fuse kit. Part # HRN-CE10K2 or equal
	4-Pin Custom Adapter for use with Volkswagen truck only, Part# HRN-CG04T3 or equal
	Custom 13-pin adapter for use with HRN-GS16K2 Universal Harness Kit Part# HRN-CG13S1 or equal
	Custom proprietary HINO FMS adapter. Requires HRN-CM24Y1. Part#HRN-CH06A2 or equal.
	Custom 10-pin HINO FMS adapter for 2019+ vehicle models. Requires HRN-CM24Y1. Part#HRN-CH10A2 or equal.
	Customer Isuzu FMS adapter for 2017+ vehicle models. Requires HRN-CM24Y1. Part#HRN-CI04A2 or equal

	Custom harness kit for Mack Vehicles, 2018 or older, in North America. Requires HRN-CM24Y1. The custom kit contains the harness and a fuse kit. Part# HRN-CK10K2 or equal.
	Harness for custom GO device installations - includes Molex connectors for two OBD and one J1939 points. Part# HRN-CM24Y1 or equal.
	PSM module connection for Mercedes Sprinters (907 Chassis) for global markets. Requires HRN-CM24Y1. Part # HRN-CP04A2 or equal.
	14-pin connector harness for heavy-duty applications. Refer to the Vehicle Specific Installation document for more information. Part# HRN-CS14S21 or equal.
	14-Pin T-harness for heavy-duty applications. For use with vehicles with an RP1226 diagnostic connection. Part# HRN-CS14T2 or equal.
	Custom harness for Tesla Model 3 vehicles. Part# HRN-CT20T1 or equal.
	Custom Harness for Tesla Model 3 Vehicles. Part# HRN-CT20T11 or equal.
	Custom Harness for Tesla Model Y. Part# HRN-CT26T1 or Equal.
	Custom 3-wire harness kit. The custom kit contains the harness and a fuse kit. Part# HRN-CW03K3 or equal.
	Custom 8-Wire harness kit for vehicles with no supported connectors. Requires HRN-CM24Y1. The custom kit contains the harness and a fuse kit. Part# HRN-CW08K4 or equal.
	14-pin harness for CAT vehicles, part# HRN-DC14S2 or equal.

	6-pin straight harness for heavy-duty Deutsch connector installations in North America. Part# HRN-DS06S4 or equal.
	6-Pin heavy-duty T-harness for installations where the Deutsch connector needs to remain available for other applications. Part # HRN-DS06ST2 or equal
	9-pin straight harness for heavy-duty Deutsch connector installations in North America. Part# HRN-DS09S4 or equal.
	Diagnostic connector for Mercedes Vehicles - used on older generations medium-duty trucks and buses. Part # HRN-EE14S1 or equal.
	Diagnostic connector for European markets, primarily for the DAF Euro 3 up to 2006. Part # HRN-EA16S1 or equal
	European interface harness for generic vehicles with FMS, part# HRN-ES12S1 or equal.
	Universal Rugged Heavy-Duty T-Harness Kit (IP67) Part# HRN-GR09K1 or equal.
	Universal Heavy-Duty T-Harness kit - Multi-connector kit includes 9-pin T-Harness and 4 different mounting adapters for use in most Heavy Duty International Vehicles. Eliminates the need to know the vehicle information in advance. Part # HRN-GS09K2 or equal
	Universal OBDII T-Harness Kit - Multi-connector kit includes a T-Harness and twelve different mounting adapters for use in most light-duty and medium-duty international vehicles. Eliminates the need to know vehicle information in advance. Part# HRN-GS16K2 or equal
	12-pin Komatsu-specific harness for GO RUGGED device. Part# HRN-RC12T2 or equal

	Polaris interface harness for the GO RUGGED device. Part# HRN-RD04S1 or equal
	CAT Specific Adapter, Part# HRN-RMRCA1 or equal
	Battery disconnect bypass harness for GO RUGGED device. For use on any vehicle with a positive battery terminal disconnect switch. This kit contains the harness and fuse kit. Part #HRN-RS12S2 or equal.
	Pulse harness for engines not reporting ignition/RPM for the GO RUGGED device. Required for ground service equipment. Part# HRN-RW04S4 or equal
	3-wire harness kit for GO Rugged. The kit contains the harness and fuse kit. Part# HRN-RW03K4 or equal.
	Differential harness used for negative battery disconnect/oil pressure switch/negative output ignition for the GO RUGGED device. Required for ground service equipment. Part# HRN-RW04S4 or equal
	Tri-Pin connector harness for vehicles without diagnostic reports (off-road vehicles only). Requires a GO RUGGED. Part# HRN-RW07T1 or equal.
	8-Wire harness kit for GO Rugged. The kit contains the harness and a fuse kit. Part# HRN-RW08K1 or equal.
	6-way IOX harness for GO RUGGED to provide digital auxiliary support. Part# HRN-RX06S4 or equal
	Ford EDI TUG engine interface harness for the GO RUGGED device. Required for ground service equipment. Part # HRN-RZ04S4 or equal.
	Kubota gas engine interface harness for the GO RUGGED device. Required for ground service equipment. Part# HRN-RZ04T4 or equal.

	6 ft extension cable to be used with IOX-RS232D. Part# HRN-UD03S6 or equal.
	8 ft extension cable to be used with IOX-RS232D. Part# HRN-UD03S7 or equal.
	10 ft extension cable to be used with IOX-RS232D. Part #HRN-UD03S8 or equal.
	14 ft extension cable to be used with IOX-RS232D. Part# HRN-UD03S9 or equal
	European interface harness for Mercedes Sprinters with PSM. Part# HRN-UP21Y2 or equal
	Input/Output expander to send an alert message to MyGeotab. Part# IOX-Alert or equal.
	Input/output expander Add-On for GO devices to support analog auxiliary input. [BETA] Part# IOX-Analog or equal.
	IOX Add-On for GO devices for auxiallary support. Part# IOX-AUXM or equal.
	Input/output expander with Bluetooth low energy for GO devices - supports proximity beacons with a public MAC address and select sensor-enabled beacons. Part# IOX-BT or equal.
	Input/output expander for an external buzzer or beeper. Part # IOX-Buzz or equal.
	Input/output expander for CAN integrations (i.e. Mobileye, Valor) Part# IOX-CAN or equal

	Input/output expander for driver identification - includes tag reader only. Part # IOX-NFCREADERA or equal.
	Input/output expander for GO Devices to control a relay. Part# IOX-OutputM or equal
	Input/output expander for RS232 support - 3 pin Delphi Connector Part # IOX-RS232D or equal
	Input/Output expander for RS232 Support - female connector Part # IOX-RS232F or equal.
	Input/output expander for RS232 Support - male connector. Part # IOX-RS232M or equal.
	Input/Output expander to allow two-way data transfer and charge external devices - uses female USB type-A connector. Part# IOX-USB or equal
	Shunt for GO7, or newer devices with short PIN. Part # SPR-ALDLSHUNT or equal
	Bracket required for 2015 Ford F-150, Ford Fusion, and Ford Mondeo Vehicles. Part# SPR=BSFBKT or equal
	Mounting bracket and material for GO devices - includes two cable (zip) ties, two screws, and double-sided tape for installation purposes. Part #SPR-INSTALLBAG or equal
	GO housing only. Used for marketing purposes. Part# SPR-MKTGOSHELL or equal.
	Mounting bracket and holder for IOX-NFCREADER. Includes 2 screws and double-sided tape for the bracket for the installation purposes. Part # SPR-NFCBRACKET or equal.

	Driver ID relay kit. Requires a Geotab Authorized Installer or licensed automotive electrician or mechanic. Part# SPR-Relaykit or equal.
	Cost of standard shipping per order. Part# shipping or equal.

Citizen Insight Solution	
	Citizen Insights Monthly Fee (Population up to 50k) Part# MKT-FEE-CITIZENS1 or equal
	Citizen Insights Monthly Fee (Population 50k - 100k) Part# MKT-FEE-CITIZENS2 or equal
	Citizen Insights Monthly Fee (Population 100k - 500k) Part# MKT-FEE-CITIZENS3 or equal
	Citizen Insights Monthly Fee (Population 500k - 1m) Part# MKT-FEE-CITIZENS4 or equal
	Citizen Insights Monthly Fee (Population >1m) Part# MKT-FEE-CITIZENS5 or equal
Asset Tracking Solution	
	Monthly service plan for Positioning Universal Asset Tracker Part#Asset Tracker Plan or equal
	Positioning Universal Asset Tracker (no connector) Part# MKH-TT6600LM0QGL or equal
	Positioning Universal Asset Tracker (With Connector, CAN, RS232, BLE) Part# MKH-TT603LM0QGL or equal

3.4 Professional Services	
	Professional Services Senior Programmer
	Professional Services Analysis
	Professional Services Training Services
	Project Management
	Overtime/Emergency

****The quantities listed in this pricing page are estimates provided. They do not represent a commitment or guarantee by the vendor to pu**

Vendor must not alter pricing page and should fill out pricing page as it is.
The addition of alterations of the pricing page or addition of commodities other than those listed on the pricing page online or as an attachment will result in disqualification of bid submittal.

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Unit of Measure	LB Technology SKU & Description of equivalent to GeoTab	QTY	Unit Price	Extended Price
EA	#LB-Mthy Basic FleetTrack Monthly Service Includes GPS Device, Y Harness & Driver ID	3,000	\$ 9.95	\$ 29,850.00
EA	AT&T or Verizon Series. OBDII/J1939 HD or LT Duty	3,000	\$ 99.00	\$ 297,000.00
EA	N/A	3,000		\$ -
EA	FleetTrack79/78 Ruggedized Series (cable included)	3,000	\$ 129.00	\$ 387,000.00
EA	OBDII Y Harness	3,000	\$ 19.00	\$ 57,000.00
EA	N/A	3,000		\$ -

EA	N/A	3,000		\$ -
EA	Heavy Duty T Harness J1708/J1587 6 pin included with device price	3,000	\$ 19.00	\$ 57,000.00
EA	N/A	3,000		\$ -
EA	Heavy Duty T harness J1939/1708 9pin (500kb) included with device price	3,000	\$ 19.00	\$ 57,000.00
EA	N/A	3,000		\$ -
EA	N/A	3,000		\$ -
EA	N/A	3,000		\$ -

EA	#LB_ Install Hardwired Installation Fleettrack78 & 79 Series	3,000	\$ 75.00	\$ 225,000.00
EA	FleetTrack87 OBD/J19339 series with or without T harness installation (HD and LT Duty)	3,000	\$ 50.00	\$ 150,000.00
EA	N/A	3,000		\$ -

EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-

EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-

EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	FleetTrackFord_OEM Monthly service plan	3,000	\$	14.95	\$ 44,850.00
EA	FleetTrackGM_OEM Monthly Service plan	3,000	\$	14.95	\$ 44,850.00
EA	Global Star Satellite Monthly Service (Device included)	3,000	\$	19.95	\$ 59,850.00

EA	Monthly Service for RFID employee Badge Swipe *Basic Service required	3,000	\$ 8.55	\$ 25,650.00
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EA	N/A	3,000		\$ -
EA	FleetVison Monthly AI Camera service plan.	3,000	\$ 25.00	\$ 75,000.00
EA	FleetVison220 Road & Driver Camera with 128GB SD card, Power cables included	3,000	\$ 250.00	\$ 750,000.00
EA	N/A	3,000		\$ -
EA	N/A	3,000		\$ -
EA	FleetVision OBD Camera Dongle to combine GPS Telematics with Camera Service. *Basic GPS service reuired	3,000	\$ 99.00	\$ 297,000.00
EA	N/A	3,000		\$ -

EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	Installtion of any Hardwire Tracker up to 50 miles	3,000	\$ 50.00	\$	150,000.00
EA	Installtion of battery powered Solar or Asset Tracker up to 50 miles	3,000	\$ 50.00	\$	150,000.00
EA	Installtion of Fleetvision Driver and road Camera up to 50 miles	3,000	\$ 50.00	\$	150,000.00

EA	Installation of I/O connectors EACH . e.g. Plow blade. Door Open/close, Panic Button, etc	3,000	\$ 25.00	\$ 75,000.00
EA	N/A	3,000		\$ -
EA	N/A	3,000		\$ -
EA	FleetTrack87 OBD/J19339 series with or without T harness installation (HD and LT Duty)	3,000	\$ 50.00	\$ 150,000.00
EA	De-Install and Re-install of any device type on same day and location up to 50 miles	3,000	\$ 75.00	\$ 225,000.00
EA	N/A	3,000		\$ -
EA	N/A	3,000		\$ -
EA	De-Install of any device type or source up to 50 miles	3,000	\$ 25.00	\$ 75,000.00

EA	NoN Warranty service call up to 50 miles to repair a device damaged or tampered	3,000	\$ 100.00	\$ 300,000.00
EA	Trip Fee over 50 miles billed only when agreed to at .50 per mile	3,000		\$ -
EA	Installation of Winter Operations Snow Plow Controller with GPS Telematics	3,000	\$ 75.00	\$ 225,000.00
EA	LB_BTFOB . BlueTooth driver ID Key FOb with 5 year battery life	3,000	\$ 20.00	\$ 60,000.00
EA	LB_RFID Employee Badge swipe Driver ID Reader Equipment	3,000	\$ 225.00	\$ 675,000.00
EA		3,000		\$ -
EA	Serialized cable Ties (pack of 100)	3,000	\$ 19.00	\$ 57,000.00
EA	Bypass Harness - Included when needed in device price	3,000	\$ -	\$ -
EA	Cable for enhanced engine data support - Included when needed in device price	3,000		\$ -

EA	OBDII Extension cable included when needed in device price	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	Volvo/Mack cables included when needed in device price	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	Hino FMS adpater included when needed in device price	3,000		\$	-
EA	Hino FMS adpater included when needed in device price	3,000		\$	-
EA	Isuzu adpater included when needed in device price	3,000		\$	-

EA	Volvo/Mack cables included when needed in device price	3,000	\$	-
EA	N/A	3,000	\$	-
EA	Mercedes Sprinter adpater included when needed in device price	3,000	\$	-
EA	N/A	3,000	\$	-
EA	N/A	3,000	\$	-
EA	Tesla Cable included when needed in device price	3,000	\$	-
EA	Tesla Cable included when needed in device price	3,000	\$	-
EA	Tesla Cable included if needed in device price	3,000	\$	-
EA	N/A	3,000	\$	-
EA	N/A	3,000	\$	-
EA	Cat Cables included when needed in device price	3,000	\$	-

EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	Mercedes Cables included when needed in device price	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	Komatsu Cables included when needed in device price	3,000		\$	-

EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	I/O Cables included when needed in device price	3,000		\$	-
EA	I/O Cables included when needed in device price	3,000		\$	-
EA	N/A	3,000		\$	-
EA	N/A	3,000		\$	-
EA	FleetTrack devices have an optional buzzer built in & configurable	3,000		\$	-
EA	N/A	3,000		\$	-

EA	N/A	3,000		\$	-
EA	Shipping charges apply on Standard Fed-EX or UPS rate	3,000		\$	-

Per Month	N/A	3,000		\$ -
Per Month	N/A	3,000		\$ -
Per Month	N/A	3,000		\$ -
Per Month	N/A	3,000		\$ -
Per Month	N/A	3,000		\$ -
Per Month	Monthly Service for Battery Powered Asset trackers	3,000	\$ 12.95	\$ 38,850.00
Per Month	FleetTrack4970 Solar Powered Asset Tracker	3,000	\$ 195.00	\$ 585,000.00
Per Month	FleetTrack4290L Battery Powered Asset Tracker	3,000	\$ 99.00	\$ 297,000.00

Unit of Measure	SKU	Estimated Qty for Eval. Only	Hourly Rate	
per hour		100	\$ 175.00	\$ 17,500.00
per hour		100	\$ 75.00	\$ 7,500.00
per hour		100	\$ -	\$ -
per hour		100	\$ 50.00	\$ 5,000.00
per hour		50	\$ -	\$ -
			Total Bid Cost	\$6,402,750.00

urchase any specific quantity of goods. Actual quantities ordered may vary, higher or lower, based on the agency's needs.

YEAR TWO	YEAR THREE	YEAR FOUR
\$9.95	\$9.95	\$9.95
\$99.00	\$99.00	\$99.00
\$129.00	\$129.00	\$129.00
\$ 19.00	\$ 19.00	\$ 19.00

\$19.00	\$19.00	\$19.00
\$19.00	\$19.00	\$19.00

\$75.00	\$75.00	\$75.00
\$50.00	\$50.00	\$50.00

\$8.55	\$8.55	\$8.55
--------	--------	--------

\$25.00	\$25.00	\$25.00
\$250.00	\$250.00	\$250.00
\$99.00	\$99.00	\$99.00

\$25.00	\$25.00	\$25.00
\$50.00	\$50.00	\$50.00
\$75.00	\$75.00	\$75.00
\$25.00	\$25.00	\$25.00

\$100.00	\$100.00	\$100.00
\$75.00	\$75.00	\$75.00
\$20.00	\$20.00	\$20.00
\$225.00	\$225.00	\$225.00
\$19.00	\$19.00	\$19.00

\$0.00	\$0.00	\$0.00

State of West Virginia

Department of Administration

Purchasing Division

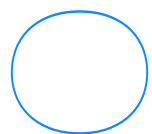
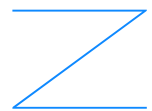
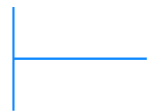
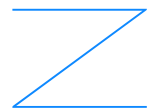
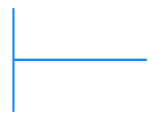
Centralized Request for Quote (CRFQ)

Solicitation No CRFQ 0803 DOT2600000037

81260040 Winter Fleet Management Tracking



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Letter of Transmittal



Letter of Transmittal

Dear John W Estep,

Please find the enclosed proposal from LB Technology, Inc. (“LBT”) in response to the State of West Virginia, Department of Administration, Purchasing Division Centralized Request for Quote (CRFQ) for 81260040 Winter Fleet Management Tracking.

At LB Technology, relationships are at the heart of everything we do. Our success is built on understanding the specific needs of each fleet we serve and delivering solutions that go beyond expectations. From hardware selection to in-cab functionality to third-party integrations, every deployment we deliver is designed with purpose and precision. We recognize that effective telematics must evolve alongside our clients’ operational, safety, and administrative goals, and we’ve built our company to adapt and deliver in that dynamic environment.

LB Technology has extensive experience managing large, geographically dispersed fleet deployments. Our focus on ELD, GPS, and Video Telematics ensures that the State of West Virginia will have a dedicated and highly capable partner to meet every aspect of its fleet monitoring and compliance requirements.

Our platform and program structure are fully customizable to meet both current and future needs. We understand the essential role technology plays in improving safety, productivity, and accountability across complex operations. Our experienced team is ready to help the State of West Virginia strengthen its fleet management ecosystem with solutions that are reliable, scalable, and backed by a proven track record of success.

Should you have any questions about our responses or our proposal, please do not hesitate to reach out to me directly by emailing jgafa@lbtelematics.com or by calling 901-480-8840.

Sincerely,

Jason Gafa,
President
LB Technology, Inc.
6991 Appling Farms Pkwy
Memphis, TN 38133



Executive Summary



Executive Summary

Who We Are

LB Technology, Inc. is a Memphis-based fleet services software company providing transportation technology systems to federal, state, and local governments as well as private enterprises. LBT utilizes **innovative hardware** and focuses on back-office software designed to integrate and specifically suit the unique needs of customers.

LB Technology also offers personal trackers, navigation and optimized routing tools, dispatching, two-way messaging, and in-cab cameras, which seamlessly integrate into the LBT FleetTrack platform. All technical support calls are answered by LBT employees located in the United States. LBT employs its own engineers and programming staff, which allows **integration and customization** to meet each customer's specifications.

LB Technology owns the intellectual property of the configuration and scripting loaded on each device, the processing software, and the back-office information reporting. In every case of a sales opportunity or customer need, this ownership allows LBT to be **flexible in all aspects**. Years of experience working with various government agencies and private clients have taught LBT that all companies and agencies have **unique needs**. LBT can build and interface with all equipment and back-office requirements and offer a customized solution.

Our Services

Effective Fleet Management Solutions

Our focus is on enhancing driver and road safety, optimizing operations, and integrating advanced telematics technology. Below is a summary of the key elements of our FleetTrack software and hardware:

- Driver Monitoring and Safety Program
- GPS (Vehicle Location and Historical Tracking)
- Vehicle/Asset Maintenance Program

Driver Safety and Monitoring

Advanced FleetTrack GPS devices are equipped with in-vehicle buzzers that can be activated and customized to sound an audio alert when client-defined “critical driving behaviors” are detected. Critical driving behaviors can include:

- **Harsh Driving:** Braking, accelerating, and cornering.
- **Speeding:** More than 10 mph over the posted speed limit. Any speed greater than an absolute speed the customer defines, for example, “any speed over 75 mph.” Alerts/notifications can be configured to report after a short delay instead of immediately, thus allowing drivers the opportunity to self-correct their behavior. If the critical driving behavior is corrected, the event is not recorded. Should the driver fail to self-correct, however, alerts will be sent to the appropriate manager(s).

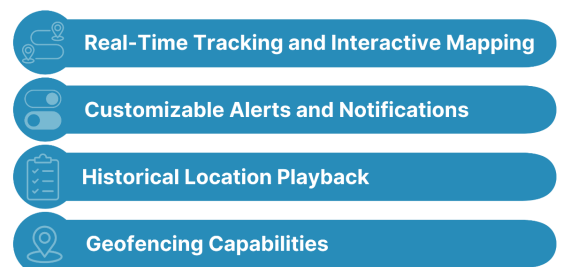
The most effective driver safety programs also include public recognition of the safest drivers and private coaching (with escalating consequences) for drivers who continue to fall below client-established safe driving metrics. In addition, implementing personal trackers for lone worker SOS/emergency situations is a proactive approach to ensure the safety of all personnel. This solution provides real-time location monitoring and will enable rapid response in case of emergencies.

FleetTrack’s real-time alerts, automated driver behavior reports, and training materials designed to reduce and/or eliminate critical driving behaviors combine to provide managers and human resource professionals with powerful tools to manage driver safety performance objectives effectively.

FleetTrack AI Dash Cam and GPS Solution

FleetTrack technology powered by LB Technology is an industry-leading technology that drives real change in real time.

FleetTrack’s AI Dash Cam offers the latest Machine Vision (MV) and Artificial Intelligence (AI) technology, built upon years of experience, allowing it to collect an unmatched volume of high-quality information and deliver highly accurate, AI-based risk monitoring in real-time. As a leader in the fleet space for over 10 years, LB Technology continues to utilize human review as an added measure to flag and catalog behaviors and events on the back end, which is also the best way to train AI algorithms to supply the most accurate results.



FleetTrack’s GPS technology provides continuous, real-time tracking of vehicles and assets, enhancing visibility, security, and operational efficiency.

FleetTrack's GPS Solution: Vehicle Location and Historical Tracking

FleetTrack's asset location services utilize Global Positioning System (GPS) technology to track and monitor vehicle locations in real-time, 24 hours a day and seven (7) days a week.

Real-Time Tracking Location FleetTrack GPS

FleetTrack GPS vehicle location services provide continuous, real-time tracking of vehicles, allowing State fleet managers to monitor their location, speed, and direction of travel with minimal latency. This enables better visibility and control over most current fleet operations, facilitating efficient dispatching, route optimization, and asset management.

Interactive Mapping Location

Microsoft Bing's interactive mapping interface displays vehicle locations in real-time. Web users can view vehicles on digital maps, zoom in on specific areas, and track routes, traffic, and weather movements in real-time. This visual mapping representation enhances situational awareness and helps State fleet managers visualize fleet activity more effectively.











Geofencing Locations

Geofencing capabilities allow users to define virtual boundaries or geographically restricted areas on the map. State fleet managers can set up geofences around specific locations, such as customer sites, job sites, or depots, and receive alerts when vehicles enter or exit these predefined areas. Geofencing helps improve security, enforce compliance, and optimize routing and scheduling.

Historical Location Playback

GPS vehicle location services store historical data on vehicle movement and activity, allowing users to review past routes, stops, and events. State fleet managers can replay vehicle trajectories, analyze driver behavior, and identify trends over time to improve operational efficiency and safety.



In-cabin icon	Event	In-cabin icon	Event
	Active camera		Lens Obstruction
	Acceleration		Possible Accident
	Panic Button Pressed		Possible Fatigue
	Cell Phone Use		Sharp Left Turn
	De-acceleration		Sharp Right Turn









Location Alerts and Notifications

The location services offer customizable alerts and notifications for various events and conditions, such as speeding, idling, unauthorized use, or maintenance reminders. State fleet managers receive instant notifications via email or SMS, enabling timely intervention and proactive management of fleet operations.

FleetTrack Alerts and Notifications

The FleetTrack platform offers customizable rules, alerts, and notifications for various events and conditions, such as speeding, idling, unauthorized use, or maintenance reminders. The State of West Virginia managers can select the rules to activate, who to notify and how – text or email. Once configured, managers automatically receive instant notifications, enabling timely intervention and proactive management of fleet operations.



In-cabin icon	Event	In-cabin icon	Event
	Distracted Driving		Smoking
	Driver Unbelted		Speed Limit
	Food and Drink		Tailgating
	Lane weaving		Panic Button Press - Virtual Event

Vehicle and Asset Maintenance Program

Time-Based Maintenance: FleetTrack allows setting up time-based maintenance schedules for vehicles, ensuring regular servicing regardless of mileage or engine hours. We create maintenance alerts triggered by predefined intervals (e.g., every three (3) months, six (6) months, or annually) for tasks such as oil changes, filter replacements, and inspections. Fleet managers can receive automated notifications when scheduled maintenance is due, enabling them to plan and allocate resources efficiently.

Engine Hour-Based Maintenance: For vehicles that operate under varying loads or idle frequently, engine hours can be a more accurate measure of usage than mileage alone. FleetTrack can track engine hours in real time and generate alerts when vehicles reach predetermined thresholds (e.g., every 500 hours of engine operation). We will implement preventive maintenance tasks such as engine tune-ups, fluid checks, and emissions inspections based on engine hour intervals to prevent unexpected breakdowns and prolong vehicle lifespan.

Odometer/Driven Miles-Based Maintenance: Odometer or driven miles-based maintenance is essential for vehicles where mileage is the primary indicator of wear and tear. FleetTrack integrates with vehicle onboard diagnostics (OBD) systems to capture accurate odometer readings and distance traveled. FleetTrack configures maintenance alerts based on mileage milestones

(e.g., every 5,000 miles, every 10,000 miles) for tasks like tire rotations, brake inspections, and fluid replenishment. Fleet managers can receive notifications when vehicles approach or exceed mileage thresholds, facilitating timely preventive maintenance planning and execution.

Safety and Compliance

LB Technology's FleetTrack, integrated with AssetWorks, has provided improvements in fleet safety and efficiency that continue today. Complementing FleetTrack's maintenance module, our platform offers automated pre-trip and post-trip inspection reporting that can be entered digitally and distributed to fleet managers and mechanics in real-time, with the ability to capture photographs of any violations/repairs needed.

Many fleet managers spend too much time tracking down reports or trying to decipher them, but our electronic inspection reports make managing the State of West Virginia's fleet easier than ever. Problems of paper reporting – missed reports, illegible handwriting, and the time it takes to receive them – are eliminated. The State of West Virginia's fleet manager and mechanics can access exactly what is needed at the touch of a button through FleetTrack.

Along with FleetTrack's maintenance and digital inspection features, alerts can be configured to notify fleet managers of problems in real time, allowing critical service decisions to be made faster and major repairs to be scheduled more quickly. The State of West Virginia's fleet manager and mechanics will have easy access to every report, can automate and prioritize repairs, and save money by avoiding unnecessary violations and fines. Through preventive maintenance and repair automation, fleet managers become proactive rather than reactive, resulting in reduced risk of breakdowns, extended vehicle lifespan, compliance with regulatory requirements, and improved safety and profitability for the State of West Virginia.

Our Clients

Arizona Department of Economic Security

One of the largest agencies within the State of Arizona Fleet, the Department of Economic Security, was the first agency to fully embrace FleetTrack's GPS Fleet Management technology. Fleet Administrator Dwaine Eastin was an early innovator in applying driver ID technology to his fleet management program – and experienced significant improvements in driver safety immediately after implementation.



Dwaine continues to innovate and fully utilize the successful integration capabilities offered by LB Technology's highly experienced team of engineers, most recently adding WEX fuel card integration to assist in the identification of fuel purchase fraud.

The Arizona Department of Economic Security works with families, community organizations, advocates and state and federal partners to realize their collective vision that every child, adult,

and family in Arizona will be safe and economically secure. DES invests approximately \$7.1 billion annually to assist more than 2.9 million Arizonans with a staff of more than 8,000 team members and a fleet of 800 vehicles.

Arizona Department of Economic Security	
Contact	Dwaine Eastin, Fleet Administrator
Phone	602-771-2633
Email	deastin@azdes.gov

Arizona Department of Transportation

In 2019, Arizona’s Governor’s Fleet Council required that all state fleets equip at least 75% of their vehicles with Global Positioning System (GPS) units. LB Technology was one (1) of eight (8) vendors who submitted proposals for the State of Arizona’s Department of Transportation’s GPS initiative; that November, we were honored to be awarded the GPS contract.



The State of Arizona has seven (7) major agencies with their own fleets, along with the Department of Administration’s Enterprise Fleet, which includes over 25 separate departments. This complex structure had diverse departmental needs for training and support. LB Technology’s proprietary fleet management portal, FleetTrack, empowers agencies to control and reduce fuel costs, optimize vehicle utilization, and detect unauthorized vehicle usage. Our GPS system enables agencies to establish geo-fenced areas for vehicle performance tracking, monitoring entries and exits, and facilitating additional functionalities. Moreover, LB Technology’s telematics system provides fleet personnel with an efficient means to remotely access engine diagnostic error codes, complete with geocoded spatial information detailing where and when faults occurred.

Currently, LB Technology boasts over 4,300 active devices deployed within the State of Arizona. These devices are predominantly installed on light-duty vehicles utilizing an OBDII-style connection for onboard system information, with many featuring a seatbelt monitor for enhanced safety. We also provide devices for heavy-duty vehicles utilizing a typical J-series on-board system connection, along with non-traditional assets such as watercraft and highway message signs.

Arizona Department of Transportation	
Contact	Devin Darlek, State of Arizona Fleet Administrator
Phone	602-712-6624 (Office) 602-300-0080 (Cell)
Email	ddarlek@azdot.gov

New York Metropolitan Transit Authority (MTA) LB Technology installed a wide range of devices across four (4) agencies, each with diverse fleets and special equipment with unique requirements. LBT held weekly pre-deployment meetings and ran a four-month pilot before being awarded the job. After the award, LBT continued to meet weekly with MTA to ensure a smooth transition from their existing system to their new system with FleetTrack. MTA has a very diverse fleet of vehicles and assets. LBT used five (5) different devices to maximize the data available to MTA for their fleet. LBT installed snowplows, armored trucks with panic buttons, heavy-duty trucks, hi-line vehicles, bucket trucks, pick-ups, sweepers, light-duty vehicles, employee personal tracking and panic buttons, and various other assets. LBT deployed different configurations in different departments to capture what each manager within the organization wanted to capture and display for their individual management areas. MTA has eight (8) different divisions with many different departments within each division. They provide bus, rail, bridges, tunnels, and road maintenance for all boroughs, including Long Island. LBT installed and currently maintains the system for MTA in over 4,000+ vehicles.



New York Metropolitan Transit Authority (MTA)	
Contact	Cinthia Gonzales
Phone	646-939-6898
Email	cgonzale@mtabsc.org

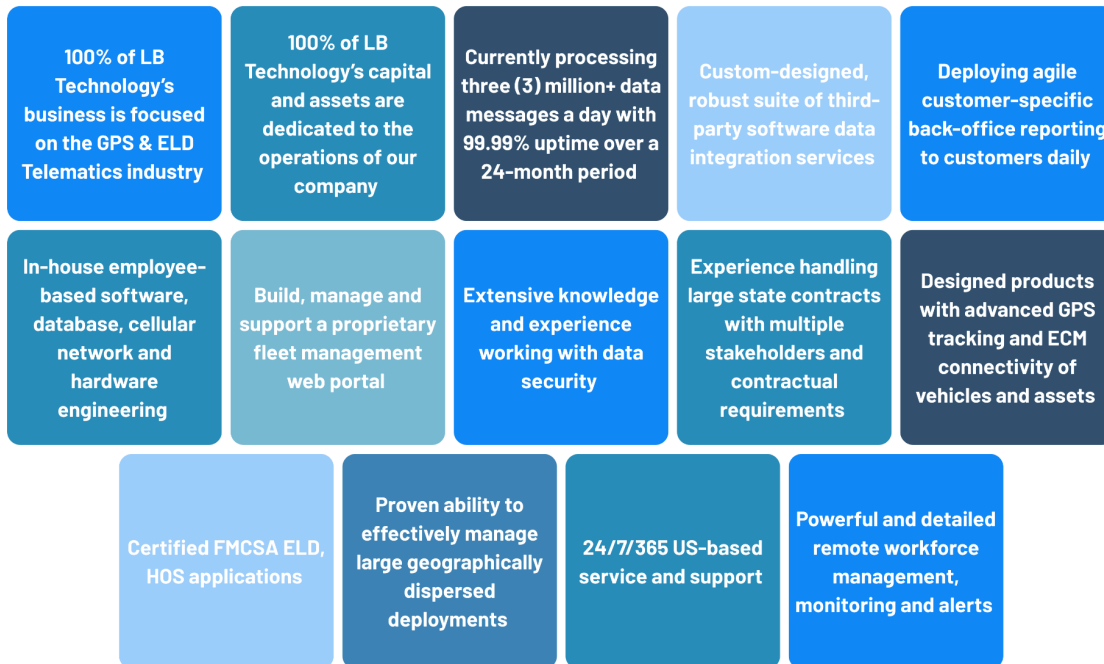
Why LB Technology

LB Technology, founded in 2014, specializes in GPS telematics, vehicle camera systems, and connected vehicle technology. With extensive experience serving both public entities and private companies, we are adept at managing a diverse range of vehicles and assets.

We can assist the State of West Virginia by delivering a comprehensive GPS and Driver ID Telematics System through FleetTrack, our fully integrated fleet management platform designed to meet the operational requirements of state agencies. Our team has deep experience supporting Winter Operations, including Snow Plow controller integrations and advanced heat-mapping and reporting capabilities powered by our analytics engine. These tools provide real-time visibility into plow activity, route coverage, material application, and overall road-treatment effectiveness.

With FleetTrack, the State of West Virginia can enhance operational efficiency, improve safety, and streamline fleet performance across all divisions. We look forward to the opportunity to support the State of West Virginia in optimizing its fleet operations and maximizing the value of its winter and year-round transportation programs.

- 100 percent of LB Technology's business is focused on the GPS and ELD telematics industry
- 100 percent of LB Technology's capital and assets are dedicated to the operations of our company
- Deep expertise supporting Winter Operations, including Snow Plow controller integrations, material-usage monitoring, and advanced heat-mapping analytics
- Robust experience with in-cab camera systems and proactive safety-mitigation programs, including AI-driven event detection, coaching workflows, and unsafe-behavior prevention
- 24 by 7 by 365 US based service and support
- Build, manage, and support a proprietary fleet management web portal
- Certified FMCSA ELD and Hours of Service applications
- Currently processing more than three million data messages per day with 99.99 percent uptime over a 24 month period
- Custom-designed, robust suite of third party software and data integration services
- Deploying agile, customer specific back office reporting to customers daily
- Designed products with advanced GPS tracking and ECM connectivity for vehicles and assets
- Extensive experience managing large state contracts with multiple stakeholders and complex contractual requirements
- Extensive knowledge and experience working with data security and compliance
- In house employee based software, database, cellular network, and hardware engineering
- Powerful and detailed remote workforce management, monitoring, and alerting tools
- Proven ability to effectively manage large, geographically dispersed deployments



LB Technology is dedicated to meeting the needs of fleets' customized safety and maintenance programs, which include device engineering, integrations, back-office software, database management, and on-shore support in all our products.

Specifications



Specifications

1. Purpose and Scope:

The West Virginia Purchasing Division is soliciting bids on behalf of the West Virginia Department of Transportation (WVDOT) to establish an open-end contract for purchase of GeoTab or equivalent web-based telematics GPS asset management tracking system software, licenses, software technical support, system implementation, reporting, professional services, installation and training. Here after, the system will be referred to as “GPS tracking system”.

LB Technology acknowledges the State’s intent to establish an open-ended contract for a comprehensive GPS tracking system that includes software, licenses, technical support, implementation services, reporting, professional services, installation, and training. Our FleetTrack platform meets and exceeds the capabilities outlined in this request and is fully positioned to serve as a GeoTab-equivalent solution for WVDOT. We understand the scope of work and are prepared to deliver a complete, turnkey deployment with ongoing support throughout the term of the contract.

The initial contract shall include costs associated with the turn-key implementation and configuration of the product. The contract shall also include hourly rates associated with professional services that may be utilized in the future. The contract shall be for one (1) year with three (3) optional one (1) year renewals.

LB Technology understands that the initial contract must include all costs for a complete, turn-key implementation and configuration of the GPS tracking system. We will provide clear, itemized pricing that covers deployment, setup, and all required onboarding services.

We also acknowledge the requirement to include hourly rates for any future professional services the State may need throughout the contract term.

LB Technology accepts the contract structure of one year with three (3) optional one-year renewals and is prepared to support WVDOT for the full duration of the agreement.

The Vendor will be required to provide licenses, hardware, system configuration and professional services through the term of the contract. All costs shall be outlined in Exhibit A – Pricing Page. This contract may be utilized for the purchase of hardware, professional services and technical support to include but is not limited to planning for future initiatives and reporting.

LB Technology acknowledges that the Vendor is responsible for providing all required licenses, hardware, system configuration, and professional services for the full term of the contract. We will outline all associated costs in *Exhibit A – Pricing Page* in a clear and transparent manner.

We also understand that the contract may be used to procure additional hardware, technical support, and professional services as needed, including future planning initiatives and reporting requirements. LB Technology is fully prepared to support these needs throughout the life of the contract.

Each professional services engagement will require the development of a detailed Statement of Work (SOW) and utilize the hourly rates set by the resulting contract. The SOW will be developed in collaboration with the successful Vendor and WVDOT. The SOW will outline the services and approval process required, along with a detailed list of deliverables, deadlines, and payment structure. Each SOW will result in an agency release order (ADO) resulting from this contract and will include a firm fixed price for services to be performed. In the event of an emergency such as a system failure, or if maintenance is required to prevent a system failure, services will be billed on an as needed basis; however, prior authorization will be required.

LB Technology understands that each professional services engagement will require a detailed Statement of Work developed jointly with WVDOT. We are fully prepared to collaborate on SOW creation, ensuring that each document clearly defines the project scope, required approvals, deliverables, timelines, and the associated payment structure.

We also acknowledge that every SOW will result in an Agency Release Order with a firm fixed price based on the hourly rates established in the contract.

For emergency situations or maintenance needs that are necessary to prevent system failure, we will provide services on an as-needed basis and will proceed only after receiving the required authorization from the State.

The initial intent for the GPS tracking solution will be for a pilot program intended to capture near real time GPS data associated vehicles tasked with snow and ice removal. The initial implementation will be for a very basic system configuration and set up for a small group of vehicles. The initial pilot will be further defined in a SOW.

LB Technology acknowledges that the State's initial focus is on a pilot program designed to capture near-real-time GPS data for vehicles involved in snow and ice removal. We are prepared to support a streamlined, basic configuration tailored to a small fleet group for this initial phase.

We understand that the specific details, scope, and expectations of the pilot will be fully defined in a dedicated Statement of Work, and we will collaborate with WVDOT to ensure the pilot delivers the data accuracy, visibility, and operational insight required before broader deployment.

Some of the snow removal equipment will be equipped with dash cameras which may be integrated into the solution. The system will also be required to capture data from both the vehicle and specialized attachments such as plows and spreaders to allow for comprehensive reporting of snow removal activities.

LB Technology understands that some snow-removal vehicles will be equipped with dash cameras that may need to be integrated into the overall solution. We will work with the existing camera manufacturer to determine integration feasibility and requirements.

At the same time, we can also propose our own fully integrated, production-ready camera system, which seamlessly connects to the FleetTrack platform and supports real-time video retrieval, event detection, and operational visibility.

We also recognize the need to capture operational data from both the vehicle and specialized attachments such as plows and spreaders. FleetTrack can ingest sensor inputs and attachment-level telemetry to provide detailed reporting of snow-removal activity, including plow status, spreader operation, and material application.

We are prepared to configure the solution, so WVDOT receives a complete, accurate picture of winter operations.

Long term, the resulting GPS tracking solution will be required to interface with other third-party solutions further described in the background section of this document.

LB Technology understands that the long-term GPS tracking solution must be able to interface with additional third-party systems as outlined in the background section of the CRFQ. Our FleetTrack platform is built on open, modern APIs that support secure data exchange, allowing us to integrate with external applications such as maintenance systems, material management platforms, and other statewide or agency-specific solutions.

We are prepared to work closely with WVDOT and its technology partners to ensure seamless interoperability and long-term scalability of the system.

Background:

WVDOT owns, operates and maintains their own vehicles along with highway construction and maintenance equipment. All equipment is centrally managed by the Equipment Division located in Buckhannon, WV with additional garage and repair facilities located across the State in each of the department's ten (10) Districts. Below is a summary of the current Fleet and Equipment Assets.

EQUIPMENT TYPE	QUANTITY
Passenger Cars	2,066
371 Class Single Axle Dump Trucks	574
377 Class Tandem Axle Dump Trucks	405
370 Class F550	229
Graders	212
Excavators/Backhoes	123
352 Class Skid Steers	157
Pavers	39
Tractors	485

In total there are (1435) vehicles that already have Certified Power Fleet Pilot System units installed on them. (229) units are located on WVDOT 370-Class, (573) WVDOT 371-Class Single Axle Dump Trucks and (382) WVDOT 377-Class Tandem Axle Dump Trucks.

LB Technology acknowledges WVDOT's statewide fleet structure and the centralized management model operated through the Equipment Division in Buckhannon, supported by 10 district-level facilities. We understand the scope and scale of the fleet, which includes a wide range of vehicle types and heavy equipment used for transportation, construction, and maintenance operations.

We also recognize that 1,435 vehicles are currently equipped with Certified Power Fleet Pilot System units, including 229 units on 370-Class vehicles, 573 on 371-Class single-axle dump trucks, and 382 on 377-Class tandem-axle dump trucks. LB Technology is prepared to evaluate this existing footprint, determine migration or integration options, and ensure a smooth transition strategy that minimizes operational disruption.

Most vehicles listed in the series require (1) one operator, however during our Salt Removal and Ice Control (SRIC) Season, (2) two operators are assigned to each plow truck. Most equipment that is in the WVDOT fleet has an assigned primary and secondary operator. The plows and spreaders are all controlled through the certified power system.

LB Technology understands that most vehicles in the WVDOT fleet are typically operated by a single driver, but during the Salt Removal and Ice Control season, plow trucks require two (2) operators.

We also recognize that each piece of equipment has an assigned primary and secondary operator, and that plow and spreader functions are controlled through the existing Certified Power system.

Our solution can accommodate multi-operator workflows, operator identification, and the integration of Certified Power-controlled attachments so that WVDOT receives accurate operational data tied to the correct equipment and personnel.

All fleet vehicles are assigned with a unique equipment identifier and are registered in the department's Fleet Management System Assetworks. In addition, vehicles are also registered as rolling stock assets in the State financial ERP accounting system wvOASIS which is a CGI Advantage Financial product.

LB Technology acknowledges that all WVDOT fleet vehicles carry a unique equipment identifier and are registered within AssetWorks as part of the department's fleet management system. We also recognize that these same vehicles are tracked as rolling stock assets in the State's financial ERP system, wvOASIS (CGI Advantage).

Our platform can align with these existing asset identifiers to ensure consistency across systems, reduce duplication, and support clean data exchanges with AssetWorks, wvOASIS, or other designated systems as required.

Additionally, WVDOT maintains approximately 140 fueling stations throughout the state. All fuel tanks are equipped with Fuel Master, which is an electronically controlled fuel monitoring system. This system utilizes either an Automotive Information Module (AIM Unit) or a Prokee to transfer information to the database via the Fuel Master Unit (FMU).

LB Technology understands that WVDOT operates roughly 140 fueling stations statewide and that all tanks are managed through the Fuel Master system. We recognize that Fuel Master relies on AIM units or Prokee devices to capture and transmit fuel transaction data back to the Fuel Master Unit.

Our platform can support alignment with existing fueling workflows and, where requested, can integrate fuel usage data to support operational reporting, driver activity validation, and overall fleet efficiency insights. We are prepared to work with WVDOT and Fuel Master to determine the appropriate level of interoperability needed for future phases of the project.

WVDOT utilizes dTIMs as a replacement to our previous Maintenance Management System and portions of REMIS. dTIMs is where work requests, work orders, work scheduling and reporting is tracked and managed while it's integrating with wvOASIS. The vendor may be required to interface with the Maintenance Management System.

LB Technology understands that WVDOT is now using dTIMs as the primary Maintenance Management System, replacing portions of REMIS. We recognize that dTIMs handles work

requests, work orders, scheduling, and reporting, and that it integrates with the State's financial system, wvOASIS.

If required, LB Technology is prepared to interface with dTIMs to support maintenance workflows, share relevant vehicle and equipment data, and ensure that operational information flows cleanly between the GPS tracking system and WVDOT's existing maintenance infrastructure. We will work closely with WVDOT to define the integration points needed for a smooth and reliable connection.

WVDOT maintains a 511 State Highway information center that provides real-time roadway condition, traffic and accident reporting data. The vendor may be required to interface with the State's 511 System.

LB Technology acknowledges that WVDOT operates a statewide 511 information center that delivers real-time roadway condition updates, traffic information, and incident reporting. If required, we are prepared to integrate data from the GPS tracking system with the State's 511 platform to support enhanced visibility of snow and ice operations, equipment status, and other relevant roadway activity.

Our platform is capable of securely sharing location and operational data through standardized APIs, and we will work with WVDOT to define the appropriate data elements, update frequency, and integration method needed to support the 511 system.

WVDOT currently maintains both an ArcGIS Online environment and an ArcGIS Enterprise environment in production. Our Enterprise deployment is running version 10.8.1, with plans underway to upgrade to version 11.5 soon. The vendor will be required to interface with both Systems.

LB Technology understands that WVDOT maintains both ArcGIS Online and ArcGIS Enterprise environments, with the current Enterprise deployment running version 10.8.1 and plans in place to upgrade to version 11.5. We acknowledge the requirement to interface with both systems.

Our platform supports geospatial data integrations and can securely exchange map layers, vehicle location data, winter operations telemetry, and other spatial datasets with ArcGIS Online and ArcGIS Enterprise. We will work with WVDOT's GIS team to ensure compatibility with current and future versions and to design integrations that support operational mapping, analysis, and reporting needs.

2. Definitions:

The terms listed below shall have the meanings assigned to them below. Additional definitions can be found in section 2 of the General Terms and Conditions.

- 2.1. "Contract Item" or "Contract Items" means the items identified in Section 3.1 below and on the Pricing Pages.
- 2.2. "Pricing Pages" means the schedule of prices, estimated order quantity, and totals contained in wvOASIS or attached hereto as Exhibit A, and used to evaluate the Solicitation responses.
- 2.3. "Solicitation" means the official notice of an opportunity to supply the State with goods or services that is published by the Purchasing Division.
- 2.4. "WVDOH" means West Virginia Department of Highways.
- 2.5. "EPA" means Environmental Protection Agency.
- 2.6. "OSHA" means Occupational Safety and Health Administration.
- 2.7. "GPS" means Global Positioning System.
- 2.8. "Kbps" means Kilobits per second.
- 2.9. "OBD2" means On-Board Diagnostics second generation
- 2.10. "ISO" means The International Organization for Standardization, and is an independent, non-government, international organization that develops standards to ensure the quality, safety and efficiency of products, services and systems.
- 2.11. "LTE" means Long-Term Evolution.
- 2.12. "PWM" means Pulse Width Modulation
- 2.13. "Telematics" means diagnostic technology that combines telecommunications and informatics to wireless send and receive data from a vehicle providing real time insights into location and condition.
- 2.14. "VPW" means Variable Pulse Width.
- 2.15. "SAE" means Society of Automotive Engineers.
- 2.16. "NOAA" means National Oceanic and Atmospheric Administration.
- 2.17. "mA" means Milliampere

- 2.18. "ISO 14229" means data link independent requirements of diagnostic services, which allow a diagnostic tester to control diagnostic functions in an o-vehicle electronic control unit.
- 2.19. "J1850 PWM" means pulse width modulation at 41.6 Kbps. Two wire differentials.
- 2.20. "J1850 VPW" means variable pulse width at 10.4/41.6 Kbps. Single Wire.
- 2.21. "J1708" means standard for serial communication between modules with micro controllers in heavy duty vehicles.
- 2.22. "J1708 CAT" means standard for serial communication between modules with micro controllers in heavy duty vehicles manufactured by Caterpillar.
- 2.23. "WWH-OBD" means world harmonized on-board diagnostics global technical regulations.
- 2.24. "ISO Toyota" means International Organization for Standardization for Toyota.
- 2.25. "ISO Vario" means International Organization for Standardization for Vario.
- 2.26. "ISO Ford" means International Organization for Standardization for Ford.
- 2.27. "ISO Isuzu" means International Organization for Standardization for Isuzu.
- 2.28. "SAE J1455" means the specifications that characterize the environmental performance and reliability requirements of electronic equipment designed for heavy duty on and off-road vehicles.

LB Technology has reviewed and understands each of the definitions listed above.

3. General Requirements:

3.1 Contract Items and Mandatory Requirements: Vendor shall provide Agency with the Contract Items listed below on an open-end and continuing basis. Contract Items must meet or exceed the mandatory requirements as shown below.

LB Technology acknowledges the requirement to provide all Contract Items on an open-ended, continuous basis for the full term of the agreement. We understand that each item must meet or exceed the mandatory specifications outlined in the CRFQ.

Our proposal reflects full compliance with these requirements, and we are prepared to deliver all products, services, and support in accordance with the standards established by WVDOT.

3.1.1 General

3.1.1.1 Vendor shall provide Geotab G09, or equivalent web-based telematics GPS asset management tracking system software, licenses, software technical support, system implementation, reporting, professional services, installation and training. The system will be utilized to collect operating data from DOT fleet vehicles using telematics devices.

LB Technology understands that the State requires the Geotab G09 or an equivalent web-based telematics solution that includes software, licenses, technical support, implementation, reporting, professional services, installation, and training. Our FleetTrack platform and devices meet and exceed these capabilities and are fully equipped to collect real-time operating data from DOT fleet vehicles through our telematics devices.

We are prepared to provide a complete, turnkey system that aligns with the State's functional, performance, and support requirements.

3.1.1.2 Products provided as part of the GPS tracking solution shall be installed in vehicles that fall into the following asset categories. both Light Duty and Heavy-Duty Vehicles.

LB Technology acknowledges that the GPS tracking solution must support installation across both light-duty and heavy-duty vehicle categories. Our hardware and platform are designed to operate reliably in a wide range of vehicle types, including passenger units, medium-duty trucks, heavy-duty snow and ice equipment, and specialized machinery.

We will ensure that all provided products are suitable for the environments and duty cycles of the full WVDOT fleet.

3.1.1.3 Light Duty Vehicles are defined as being powered by an internal combustion engine equipped with OBD II protocol diagnostics and diagnostic connector. In the event the vehicle does not have ODB II capabilities, the vendor shall provide alternative harness configuration solutions.

LB Technology understands that light-duty vehicles are defined as internal combustion units equipped with OBD-II diagnostics and the standard diagnostic connector. Our solution fully supports OBD-II installations and can read vehicle health, diagnostic data, and real-time telemetry through that interface.

For light-duty vehicles that do not support OBD-II, LB Technology will provide the appropriate alternative harnesses or hardwire configurations to ensure full functionality and reliable data capture.

3.1.1.3.1 All available data from the asset shall be collected via the ODB II or alternative diagnostic connector and transmitted wirelessly to the GPS tracking solution.

LB Technology acknowledges that all available data from each asset must be collected through the OBD-II port or an approved alternative diagnostic connection and transmitted wirelessly to the GPS tracking solution. We also note that the specific data available will vary by year, make, and model, as manufacturers expose different diagnostic parameters based on their vehicle architecture.

Our platform is designed to capture all supported telemetry for each vehicle type and ensure reliable wireless transmission into the FleetTrack system.

3.1.1.3.2 Light Duty Assets include but are not limited to sedans, sport utility vehicles and pick-up trucks.

LB Technology acknowledges that light-duty assets include, but are not limited to, sedans, SUVs, and pickup trucks. Our hardware and installation methods fully support these vehicle types and all other light-duty units within the WVDOT fleet.

3.1.1.3.3 Heavy Duty vehicles are defined as being powered by an internal combustion engine equipped with Communication Protocol (CAN-bus) J1708 and J1939 CAN-bus and diagnostic connector. Construction, off road, and auxiliary engine equipped assets are included in this category. All available data from the asset shall be collected via the CAN-bus connector, if equipped, and transmitted wirelessly to the web-based GPS tracking solution.

LB Technology understands that heavy-duty vehicles are defined as internal combustion units equipped with J1708 and J1939 CAN bus communication protocols and the corresponding diagnostic connectors. This includes construction equipment, off-road machinery, and assets with auxiliary engines.

Our solution supports both J1708 and J1939 data streams and can collect all available telemetry exposed through the CAN bus connection. All captured data will be transmitted wirelessly to the web-based FleetTrack platform. As with any heavy-duty asset, the specific data available is year, make, and model dependent, and our system will ingest all parameters supported by each vehicle's CAN architecture.

3.1.1.3.3.1 Heavy Duty Assets include but are not limited to: Snowplow Trucks, Snow Blowers, Paint Striper Trucks, Personal Hoist Trucks, Street Sweepers, Mower Tractors and Attenuator Trucks.

LB Technology acknowledges that heavy-duty assets include, but are not limited to, snowplow trucks, snow blowers, paint striper trucks, personal hoist trucks, street sweepers, mower tractors, and attenuator trucks. Our hardware and installation methods support these vehicle types and are designed to operate reliably in harsh environments, high-vibration equipment, and seasonal-use machinery common in WVDOT's fleet.

3.1.2 Asset Data Services

3.1.2.1 The data and hardware service for the GPS tracking system shall include any necessary hardware and data transfer services, data collection, data storage, reporting, diagnostic trouble code (DTC) and equipment alerts.

LB Technology acknowledges that the GPS tracking system must include all required hardware, data transfer services, data collection, data storage, reporting, and diagnostic trouble code (DTC) and equipment alert capabilities. Our FleetTrack platform is designed to deliver these functions as a complete, integrated service, ensuring reliable data capture, secure transmission, and accessible reporting for all WVDOT fleet and equipment assets.

3.1.2.2 The GPS Tracking solution shall be capable of supporting the asset fleet and asset operators as described in the Background section of the specifications.

LB Technology acknowledges that the GPS tracking solution must fully support the fleet assets and operator workflows described in the Background section of the specifications. Our platform is designed to accommodate mixed fleet environments, multi-operator assignments, seasonal staffing models, and specialized snow and ice equipment operations, ensuring accurate data capture and seamless reporting across all asset types.

3.1.2.2.1 The vendor shall provide pricing for unlimited data for both cellular and satellite communication. However, WVDOT may provide connectivity via existing communication contracts.

LB Technology acknowledges the requirement to provide pricing for unlimited data plans covering both cellular and satellite communication, and we will include those options in our proposal.

We also understand that WVDOT may choose to use connectivity from its existing communication contracts. If this approach is selected, we will need additional information on the State's available carriers, SIM provisioning process, data plans, and any usage limitations so we can ensure proper configuration of the hardware.

NOTE: There may be certain support limitations when LB Technology is not the primary provider of data connectivity; for example, troubleshooting coverage gaps, carrier-specific restrictions, or SIM-related failures may fall outside of our control. We will work with WVDOT to clearly define responsibilities, support boundaries, and escalation paths to ensure reliable service regardless of the connectivity model selected.

3.1.2.2.2 The data and hardware service shall include overlay mapping and wireless data transmission services for assets statewide and potentially in neighboring states.

LB Technology acknowledges that the data and hardware service must include overlay mapping as well as wireless data transmission for assets operating throughout West Virginia and potentially in neighboring states. Our platform supports nationwide coverage, real-time mapping, and seamless data transmission, ensuring consistent visibility and reporting regardless of where the asset is operating.

3.1.2.2.3 Transmission of data from the in-asset hardware will be wireless and bi-directional to and from the vendor and/or the state's data warehouse.

LB Technology understands that data transmission from the in-asset hardware must be wireless and bi-directional, supporting communication both to the vendor's system and, when required, to the State's data warehouse. Our solution is built for secure, bi-directional data exchange and can support over-the-air updates, configuration changes, and data transfer workflows to meet WVDOT's operational and reporting needs.

3.1.2.2.4 The GPS tracking solution shall allow for troubleshooting such as firmware updates and device health checks. The system shall allow for data to be pushed to the in-asset hardware via the communications network.

LB Technology acknowledges that the GPS tracking solution must support full remote troubleshooting capabilities, including firmware updates, configuration changes, and device health checks. Our platform provides secure over-the-air updates and can push data or settings directly to the in-asset hardware through the communications network. This ensures the fleet remains up to date, minimizes downtime, and allows WVDOT to maintain consistent device performance across all assets.

3.1.2.2.4.1 The GPS tracking solution shall provide all wireless transmission, and communications shall take place over secure and encrypted channels.

LB Technology acknowledges that all wireless data transmission within the GPS tracking solution must occur over secure, encrypted communication channels. Our platform is built with industry-standard encryption protocols and secure transmission methods to ensure that all vehicle, operator, and operational data is protected at every stage of communication.

3.1.2.2.5 WVDOT reserves the right to assign system access rights, activate or de-activate any device, at any time via the GPS tracking solution. The vendor may be required to provide technical assistance for these services.

LB Technology understands that WVDOT must retain full control over system access rights, including the ability to activate or deactivate any device at any time through the GPS tracking solution. Our platform fully supports these administrative controls and allows authorized State personnel to manage access, permissions, and device status in real time.

If assistance is needed, LB Technology will provide technical support to help configure access rights, manage devices, or troubleshoot any related issues.

3.1.2.2.6 The data collection, storage, reporting and alert service will be provided statewide, twenty-four (24) hours a day, seven (7) days a week, including all holidays. WVDOT does not expect 100% uptime on the web application, but the vendor is required to provide twenty-four (24) hour notice for scheduled system maintenance. Maintenance shall be scheduled outside normal business hours.

LB Technology acknowledges that data collection, storage, reporting, and alerting services must operate statewide on a 24/7 basis, including holidays. Our platform is designed to support continuous data flow and high availability across all fleet assets.

We understand that WVDOT does not expect 100% uptime; however, we recognize the requirement to provide at least 24 hours' notice before any scheduled system maintenance. All planned maintenance activities will be scheduled outside of normal business hours to minimize operational impact.

3.1.2.2.6.1 The vendor shall address unanticipated downtime within one (1) hour of being reported to the vendor.

LB Technology acknowledges the requirement to begin addressing any unanticipated system downtime within one (1) hour of the issue being reported. Our support team is equipped to respond quickly, initiate diagnostics, and work toward restoration of service to minimize any operational disruption for WVDOT.

3.1.2.3 GPS Device & OBD II Link Software

3.1.2.3.1 At a minimum, the GPS tracking solution shall collect the following data points

3.1.2.3.2 Asset Usage Information:

3.1.2.3.2.1 Location information by latitude and longitude and nearest address where it is available

3.1.2.3.2.2 Date and time of travel

3.1.2.3.2.3 Trip route

3.1.2.3.2.4 Milage of trip

3.1.2.3.2.5 Dash odometer values at beginning and end of each trip

3.1.2.3.2.6 ECM engine operating hours

3.1.2.3.2.7 Storage location**3.1.2.3.2.8 Asset operator ID****3.1.2.3.2.9 Days of use****3.1.2.3.3 Diagnostic Information:****3.1.2.3.3.1 Malfunction indication light (MIL)****3.1.2.3.3.2 Diagnostic trouble codes****3.1.2.3.3.3 Fluid Levels****3.1.2.3.3.4 Tire pressure****3.1.2.3.3.5 Emissions monitor status****3.1.2.3.4 Asset Operator Behavior****3.1.2.3.4.1 Excessive idling****3.1.2.3.4.2 Speeding****3.1.2.3.4.3 Harsh braking****3.1.2.3.4.4 Harsh acceleration****3.1.2.3.5 Other:****3.1.2.3.5.1 Fuel Usage****3.1.2.3.5.2 Green House Gas Emissions****3.1.2.3.5.3 Low Fuel****3.1.2.3.5.4 Low Charge**

LB Technology acknowledges and supports the requirement to collect the full set of data points outlined in the specifications. The FleetTrack platform is designed to capture, store, and report on these data points.

NOTE: Certain diagnostic values, such as fluid levels, tire pressure, and emissions monitors, are dependent on the vehicle's year, make, and model and whether the manufacturer exposes that data via OBD-II or CAN bus. FleetTrack automatically captures all available data for each asset based on its supported telemetry.

3.1.2.3.5 GPS tracking system record location via trips through event-based data transmissions or pings, in latitude and longitude and nearest address where available.

LB Technology acknowledges that the GPS tracking system must record asset location through trip-based, event-based, or ping-based data transmissions, capturing latitude and longitude along with the nearest available address. Our platform supports all three (3) methods and can be configured to match WVDOT's reporting frequency and operational needs while ensuring accurate, real-time location visibility.

3.1.2.4 In Asset Data Requirements

3.1.2.4.1 GPS tracking system devices shall include but are not limited to the following:

3.1.2.4.1.1 Asset use via geofencing

3.1.2.4.1.2 Accident notification

3.1.2.4.1.3 Rapid acceleration/deceleration

3.1.2.4.1.4 Maintenance reminders such as oil change due, inspections due, other types of maintenance needs

3.1.2.4.1.5 Excessive idle and speeding events

3.1.2.4.1.6 Low primary power supply, battery level trend reporting

3.1.2.4.1.7 Loss of primary power

3.1.2.4.1.8 Fuel consumption

3.1.2.4.1.9 Odd hour activity as defined by WVDOT

LB Technology acknowledges the in-asset data requirements and confirms that our GPS tracking system supports all of the capabilities listed in the specifications. FleetTrack can provide:

- Accident and collision notifications
- Loss-of-power alerts
- Excessive idling and speeding alerts
- Fuel consumption data
- Rapid acceleration and deceleration event detection
- Maintenance reminders such as oil change due, inspection due, and other service intervals
- Low primary power supply notifications and battery trend reporting
- Odd-hour activity monitoring based on WVDOT's defined thresholds
- Asset usage monitoring through configurable geofencing

Where specific data points depend on vehicle year, make, model, or manufacturer-supported diagnostics, FleetTrack will automatically collect all available telemetry for each asset.

3.1.2.4.2 GPS tracking system alerts shall be sent via email, SMS text messaging, multimedia messages.

LB Technology acknowledges that GPS tracking system alerts must be delivered via email, SMS text, and multimedia messages. Our FleetTrack platform supports configurable alerts through all of these channels, allowing WVDOT to define who receives which alerts, under what conditions, and in what format, so that critical events are communicated quickly to the appropriate personnel.

3.1.2.4.3 GPS tracking system messaging shall be user definable via the application based on user hierarchy.

LB Technology understands that GPS tracking system messaging must be fully user-definable within the application and controlled through the user hierarchy. FleetTrack supports role-based access, allowing administrators to set who can create, modify, or receive specific messages or alerts. This ensures WVDOT can tailor messaging to different roles, districts, or operational groups while maintaining proper controls and oversight.

3.1.2.5 GPS Tracking System Device Data Storage

3.1.2.5.1 GPS tracking system devices shall be capable of storing data without loss, for a minimum of forty-five (45) days. When assets are operating in an area of no service. The device must be capable of transmitting stored data when connectivity is available.

LB Technology acknowledges the requirement for GPS tracking devices to store data for a minimum of 45 days when assets operate in areas without cellular or satellite coverage. Our hardware includes onboard storage designed to prevent data loss during periods with no connectivity.

We do want to note that the total amount of data that can be stored is influenced by how much the vehicle is driven or utilized while outside of cellular coverage, as higher activity generates more event and telemetry records to store. Even so, our devices are engineered to maximize storage efficiency (typically 60+ days) and retain all critical data.

Once the asset returns to an area with service, the device automatically uploads all stored information to the FleetTrack platform, ensuring complete trip, diagnostic, and event history with no gaps.

3.1.2.5.2 In the event the device storage has reached maximum capacity, the system shall provide an alert.

LB Technology acknowledges the requirement for the system to provide an alert when a device has reached maximum storage capacity. While the device itself cannot generate a “storage is full” alert when it is out of coverage, we address this requirement through back-end monitoring.

Our platform continuously tracks device communication status. If a vehicle has not communicated with the server for a defined period, the system generates an automated alert indicating either a potential power loss or an out-of-coverage condition. This back-end alerting provides WVDOT with early visibility into devices that may be approaching storage limits due to extended periods without connectivity.

Once the vehicle returns to coverage, all stored data is automatically transmitted to the FleetTrack platform to avoid any loss of information.

3.1.2.5.3 If the device is not downloaded in a timely manner and the device needs to overwrite stored data, it is permissible for the device to overwrite the oldest data first.

LB Technology acknowledges that if a device is unable to upload stored data in a timely manner and reaches its storage limit, it is acceptable for the device to overwrite the oldest data first. Our hardware is designed to follow a first-in, first-out (FIFO) approach in these scenarios, ensuring that the most recent and operationally relevant data is retained until connectivity is restored and the backlog can be uploaded.

3.1.2.5.4 Devices that reach capacity shall not freeze or lock up. It is not permissible for the device to completely erase data after a hard reset.

LB Technology acknowledges that devices must continue operating normally even when storage capacity is reached and must not freeze, lock up, or become unresponsive. Our hardware is designed to maintain full functionality under maximum storage conditions.

We also understand that it is not permissible for a device to erase stored data after a hard reset. FleetTrack devices retain stored records through resets, and data is preserved until it can be successfully uploaded once connectivity is restored.

3.1.2.6 Device Hardware Requirements

3.1.2.6.1 Any GPS tracking system device provided by the vendor shall be the most current version of the device at the time of order placement. Devices shall always use the most current version of technology available to communicate with OBD II or CAN bus protocols to effectively process GPS, diagnostic and sensor data.

LB Technology acknowledges that all GPS tracking system devices must be the most current version available at the time of order and must utilize the latest supported technology for communicating with OBD-II and CAN bus protocols. Our standard practice is to provide the newest production hardware and firmware to ensure accurate GPS positioning, diagnostic retrieval, sensor data processing, and long-term compatibility with evolving vehicle systems.

3.1.2.6.2 GPS tracking system devices shall be installed utilizing industry standard “Y” cabling sized appropriately for electrical load and shielded to prevent interference during operation and transfer of data.

LB Technology acknowledges that GPS tracking devices must be installed using industry-standard Y-cables that are properly rated for electrical load and shielded to prevent interference. Our installation practices follow these standards, ensuring reliable power delivery, clean data transfer, and minimal disruption to vehicle diagnostics or existing wiring.

3.1.2.6.3 Vendor provided “Y” cabling shall connect directly to OEM installed OBD II or CAN-Bus diagnostic port connectors. In the event OEM connectors are not available a three (3) wire connection is acceptable to supply platform voltage, ground and ignition (key on) signal.

LB Technology acknowledges that vendor-provided Y-cabling must connect directly to the OEM-installed OBD-II or CAN bus diagnostic port. When an OEM diagnostic connector is not available, we understand that a three-wire connection—providing constant power, ground, and an ignition (key-on) signal—is acceptable.

Our installation standards support both methods, and we ensure all wiring is secure, properly fused, and compliant with vehicle electrical requirements to maintain safe and reliable operation.

3.1.2.6.4 Vendor shall provide unit pricing for all cabling and accessories needed to connect GPS tracking devices to the asset. All pricing shall be included on pricing page Exhibit A.

LB Technology acknowledges the requirement to provide unit pricing for all cabling and accessories necessary to connect GPS tracking devices to each asset. We will list all applicable cables, adapters, and installation accessories in *Exhibit A - Pricing Page* with clear, itemized pricing to ensure full transparency for WVDOT.

3.1.2.6.5 GPS tracking system devices shall be connected to the OBD II diagnostic port or CAN-bus diagnostic port will “step aside” electronically when diagnostic equipment is attached allowing diagnostic data to pass freely via the OBD II or CAN-bus as applicable while performing diagnostic work. This “step aside” function shall be capable of being performed automatically and shall not require physically unplugging the telemetry device.

LB Technology acknowledges the requirement for GPS tracking devices connected to the OBD-II or CAN bus diagnostic port to electronically “step aside” when diagnostic tools are attached. Our hardware supports this functionality by automatically detecting when OEM diagnostic equipment is connected and allowing diagnostic traffic to pass through without interruption.

This process occurs automatically and does not require physically unplugging the telematics device, ensuring that WVDOT technicians can perform diagnostic work without disruption or additional steps.

3.1.2.6.6 GPS tracking system device shall be able to utilize RFID, Radio Frequency Identification or equivalent proximity (non-contact) technology to identify asset operator. System shall have an audible asset operator alarm alerting the operator that it is necessary to register their ID if not accomplished within thirty (30) seconds of key in event.

LB Technology acknowledges the requirement for the GPS tracking system to support RFID or equivalent non-contact proximity technology to identify the asset operator. Our platform can integrate with RFID reader hardware to capture operator ID at ignition and tie all trip, diagnostic, and event data to the correct individual.

We also understand that an audible alert must notify the operator if they have not registered their ID within 30 seconds of key-on. This functionality is supported through our operator ID workflow, ensuring proper identification before the vehicle is put into service.

3.1.2.6.7 GPS tracking system device shall utilize a form of proximity or quick identifier to identify the asset operator.

LB Technology acknowledges that the GPS tracking system must use a proximity-based or quick-identification method to identify the asset operator. Our platform supports several options, including RFID, contactless proximity badges, or other rapid ID technologies, ensuring that operator identification is fast, reliable, and aligned with WVDOT’s operational workflows.

3.1.2.6.8 GPS tracking system device firmware shall be configured to request the asset operator ID within ten (10) seconds of a key on event.

LB Technology acknowledges that the GPS tracking device firmware must be configured to request operator identification within ten seconds of a key-on event. Our system supports this requirement and can be programmed to prompt for operator ID immediately upon ignition so that all trip and activity data is properly associated with the correct operator.

3.1.2.6.9 GPS tracking system shall provide hardware necessary to identify operator ID. The hardware shall be able to be installed/mounted in an accessible location that does not impair operator vision or cause a safety hazard for the occupant. Device shall not impair OEM systems or operations. All hardware necessary to accomplish this requirement shall be identified in the Pricing Page, Exhibit A.

LB Technology acknowledges that the GPS tracking system must include all necessary hardware to support operator ID. The operator identification hardware we provide can be installed in an accessible location that does not obstruct the operator's line of sight, interfere with OEM equipment, or create any safety hazard for the vehicle's occupants.

All required operator ID components—including readers, badges, proximity devices, and mounting hardware will be fully itemized and priced in the *Exhibit A - Pricing Page* to ensure transparency and compliance with WVDOT's requirements.

3.1.2.6.10 GPS tracking system device hardware shall identify operator identity including the specific personnel ID number that shall be visible in the GPS tracking system software and shall be identified on reports defined by the WVDOT.

LB Technology acknowledges that the GPS tracking hardware must identify the operator and capture their specific personnel ID number. Our system supports this requirement by linking the operator's unique ID to all trip, event, and diagnostic data. The operator ID will be clearly visible in the FleetTrack application and included on any reports or data extracts specified by WVDOT.

3.1.2.6.11 All accessories required to perform operator identification shall be of robust construction and shall be capable of withstanding off-road conditions which includes but is not limited to shaking, vibration, extreme temperatures -25 F to 150 F, dust and noise.

LB Technology acknowledges that all hardware and accessories used for operator identification must be rugged and capable of operating in harsh off-road conditions. The components we provide are designed to withstand heavy vibration, continuous shaking, extreme temperatures ranging from -25°F to 150°F, dust intrusion, and high-noise environments typically found in snow and ice equipment, construction assets, and other heavy-duty vehicles.

3.1.2.6.12 All hardware necessary for the GPS tracking system to function must be of the most current version/technology at the time of order placement and shall be capable of communicating with OBD II or CAN-bus control systems as appropriate to process telemetry and diagnostic data including but not limited to, live asset instrument display (dash), odometer and/or dash hour-meter reading and emission control system information.

LB Technology acknowledges that all hardware provided for the GPS tracking system must be the most current version available at the time of order and must support communication with OBD-II or CAN bus control systems. Our devices are designed to process all available telemetry and diagnostic data, including live instrument panel values, odometer readings, hour-meter information, and emissions-related data where supported by the vehicle.

We ensure that all hardware shipped to WVDOT reflects the latest production technology to maintain accuracy, compatibility, and long-term reliability across the fleet.

3.1.2.6.13 GPS tracking system hardware shall provide proper GPS device functionality, reporting capabilities, data integrity and effective GPS device communication with onboard asset systems and data transmission networks.

LB Technology acknowledges that GPS tracking hardware must deliver reliable device functionality, accurate reporting, strong data integrity, and consistent communication with onboard asset systems and the transmission network. Our hardware is designed to meet these requirements through robust GPS performance, secure data handling, and stable integration with both vehicle diagnostics and wireless communication channels.

3.1.2.6.14 GPS tracking system hardware shall allow for device firmware to be updated regularly to match evolving asset control protocol and communication teleology advancements and configured to eliminate interference with asset systems communication.

LB Technology acknowledges that GPS tracking hardware must support regular firmware updates to stay aligned with evolving vehicle control protocols and communication technologies. Our devices are built with secure, over-the-air update capabilities, allowing firmware to be updated without removing the unit from the vehicle.

We also ensure that all firmware configurations are tested to prevent interference with asset control systems or onboard communications, maintaining full compatibility and safe operation across the fleet.

3.1.2.6.15 During the contract period, Vendor shall provide device firmware/software updates to accommodate advances in technology and device updates. Vendor shall provide updates and support necessary for WVDOT to perform updates on an as needed basis.

LB Technology acknowledges that, throughout the contract period, we must provide firmware and software updates to support technological advancements and device improvements. We will supply all required updates and provide WVDOT with the guidance and support needed to perform these updates as needed, whether through automated over-the-air deployment or coordinated update processes.

3.1.2.6.16 GPS tracking system hardware shall not cause harmful interference with or be adversely affected by mobile shortwave radio receivers or transmitters. Vendor shall provide appropriate parts and pricing for materials required to shield or provide noise suppression of equipment to prevent transmission or receipt of harmful interference.

LB Technology acknowledges that GPS tracking hardware must not create harmful interference with mobile shortwave radio receivers or transmitters, nor be affected by them. Our devices are designed and tested to operate cleanly alongside two-way radios and other communication equipment commonly found in heavy-duty and emergency-response fleets.

If WVDOT requires additional shielding, noise suppression components, or specialized installation materials to prevent electromagnetic interference. Our installation standards also ensure proper grounding and cable routing to minimize the potential for interference in high-noise electrical environments.

3.1.2.6.17 GPS tracking system hardware shall be labeled to comply with Federal Communications Commission (FCC) rules. The device label shall indicate the following message: "This device complies with part 15 of the FCC rules. Operation is submitted to the following two conditions (1) This device may not cause harmful interface and (2) this device must accept any interface received, including interference that may cause undesired operation". The vendor shall also label any other components provided under this contract that require such labeling to be in compliance with FCC requirements.

LB Technology acknowledges the requirement for all GPS tracking hardware to be labeled in full compliance with FCC regulations. Our devices already include the mandated Part 15 compliance statement:

"This device complies with part 15 of the FCC rules. Operation is subject to the following two (2) conditions:

1. This device may not cause harmful interference, and
2. This device must accept any interference received, including interference that may cause undesired operation."

We will also ensure that any additional components provided under this contract that require FCC labeling are properly marked to meet all federal requirements.

3.1.2.6.18 GPS tracking system hardware shall be capable of providing health check functionality to allow for the following:

LB Technology acknowledges that the GPS tracking hardware must support comprehensive health check functionality. Our devices and platform include built-in monitoring tools that track device performance, connectivity, power status, and overall operational health to ensure reliable operation across the WVDOT fleet.

3.1.2.6.18.1 Devices that have not reported via a key-on event within twenty-three (23) hours will "wake up" automatically and report location, condition and battery voltage (internal and supplied).

LB Technology acknowledges the requirement for devices that have not reported a key-on event within 23 hours to automatically wake up and transmit their current location, device condition, and both internal and supplied battery voltage. Our hardware supports timed (configurable) wake-up functionality to ensure the device continues to report health and status even during extended periods of inactivity or when the vehicle remains off for long durations.

3.1.2.6.18.2 The GPS tracking system shall be able to query all devices daily to determine asset "health" and report.

LB Technology acknowledges that the GPS tracking system must be able to query all devices daily to verify asset and device health. FleetTrack supports automated daily health checks that poll each unit for connectivity status, power levels, communication activity, diagnostic availability, and overall device condition. These results are reported within the platform so WVDOT can quickly identify any assets that may require attention.

3.1.2.6.18.3 The GPS system shall perform supplied battery voltage trend analysis which shall be able to be conducted each week on all installed and activated devices to preempt non-reporting devices.

LB Technology acknowledges the requirement for the GPS tracking system to perform supplied battery voltage trend analysis on a weekly basis for all installed and active devices. Our platform supports automated voltage trending to identify gradual drops, irregular patterns, or signs of

impending power loss. This proactive monitoring helps WVDOT detect devices that may soon become non-reporting due to battery or power-related issues, allowing corrective action before communication is interrupted.

3.1.2.6.18.4 The GPS system shall be able to notify WVDOT of problematic devices/assets via report which should identify asset ID, device serial number, last reported location of asset trend analysis and current supplied battery charge.

LB Technology acknowledges that the GPS tracking system must be able to notify WVDOT of problematic devices or assets through a dedicated report. Our platform can generate automated reports that identify each affected asset by asset ID, include the associated device serial number, show the last reported location, provide battery and power trend analysis, and display the current supplied battery voltage. This reporting helps WVDOT quickly identify devices that may require attention or maintenance before they become non-reporting.

3.1.2.6.19 The GPS system hardware for powered devices shall report, at a minimum live asset dash odometre⁴ and/or dash hour meter reading, asset ID, battery voltage (internal and supplied), position information in latitude and longitude (per ping rate or event) from key on to key off, engine RPM information, asset operator ID, date and time of trave, speed, and any additional parameters available in the industry as well as details defined by WVDOT.

LB Technology acknowledges that powered GPS tracking devices must report, at a minimum, the following data elements:

- Live dash odometer and/or dash hour-meter reading
- Asset ID
- Internal and supplied battery voltage
- Latitude/longitude position data at each ping or event from key-on to key-off
- Engine RPM
- Operator ID
- Date and time of travel
- Vehicle speed
- Any additional industry-standard parameters supported by the vehicle
- Any additional data elements specifically required by WVDOT

Our hardware and platform fully support this level of reporting. Data availability may vary by year, make, and model, but FleetTrack automatically captures all telemetry the asset is capable of providing through OBD-II or CAN bus.

3.1.2.6.20 The GPS system hardware shall obtain dash odometer and dash hour-meter values directly from the onboard computer data stream. If the dash odometer/hour-meter Parameter in Display (PID) is not available in the data stream, the data will be identified and supplied from the manufacture data stream. When the dash odometer and/or dash hour meter PID is not available in any onboard data stream, any applied meter calculation algorithms will be calibrated within one hundred (100) miles for odometers and fifty (50) hours for hour meters or less per six (6) month period. If manual adjustments are required, the GPS system shall be able to perform adjustments. The Vendor shall supply a means for performing an annual certification or accuracy of odometers and hour meters to WVDOT.

LB Technology acknowledges that GPS system hardware must obtain the dash odometer and dash hour-meter values directly from the onboard computer data stream whenever those PIDs are available.

In cases where neither the dash odometer nor the hour-meter PID is available from any onboard source, FleetTrack will use calibrated meter calculation algorithms. These calculations will be maintained within the required accuracy thresholds—within 100 miles for odometer readings and within 50 hours for hour-meter readings over any six-month period.

If manual adjustments are required, our system allows authorized users to perform those corrections directly within the platform.

LB Technology will also provide WVDOT with a method to perform an annual certification of odometer and hour-meter accuracy to ensure ongoing compliance and measurement integrity across the fleet.

3.1.2.6.21 GPS tracking system hardware shall provide usage and movement information for assets traveling at speeds slower than that of normal motorized assets (equal to or greater than one (1) mile per hour), including non-passenger assets.

LB Technology acknowledges that the GPS tracking hardware must capture usage and movement information for assets traveling at slow speeds, including those moving at or above one (1) mile per hour. This requirement also applies to non-passenger and specialized equipment. Our devices support low-speed tracking and will report movement, location, and activity data reliably even when assets operate below typical roadway speeds, such as during snow removal, sweeping, mowing, or construction operations.

3.1.2.6.22 GPS tracking system hardware shall be configured to operate, report, and communicate within a primary voltage range of 6vdc (volts direct current) and 36 vdc as supplied by the asset. No voltage converter or reducers will be permitted.

LB Technology acknowledges that the GPS tracking hardware must operate, communicate, and report properly within a supplied voltage range of 6 VDC to 36 VDC. Our devices are designed to function within this full voltage spectrum without the need for external converters or reducers, ensuring compatibility with both light-duty and heavy-duty assets across the WVDOT fleet.

3.1.2.6.23 GPS tracking system hardware necessary to operate each device and the system shall be listed on Pricing Page. Exhibit A to allow WVDOT to purchase equipment on an ongoing and as needed basis.

LB Technology acknowledges that all hardware required for the operation of each GPS tracking device and the overall system must be fully listed in *Exhibit A - Pricing Page*. We will itemize every component, accessory, and installation-related part so WVDOT can purchase equipment on an ongoing, as-needed basis throughout the life of the contract.

3.1.2.6.24 GPS tracking system hardware must incorporate input/output ports to accommodate asset operator ID method, alert buzzer or asset operator ID and two (2) additional ports for potential expansion.

LB Technology acknowledges that the GPS tracking hardware must include input/output ports to support the operator ID method, the required alert buzzer, and at least two (2) additional ports for future expansion. Our hardware meets this requirement by providing multiple configurable I/O channels that can accommodate operator identification devices, audible alerts, and additional sensors or attachments as WVDOT's needs evolve.

3.1.2.6.25 All GPS tracking system hardware shall be complaint with Federal Motor Carrier Standards (FMCS) regulations for collecting and reporting Daily Vehicle Inspection Reports and electronic logging devices. All proposed hardware must be of the current model.

LB Technology acknowledges that all GPS tracking hardware must comply with Federal Motor Carrier Safety (FMCS) regulations for collecting and reporting Daily Vehicle Inspection Reports and electronic logging devices. LB Technology operates an FMCSA-certified solution, ensuring full compliance with federal requirements for regulated assets.

We also confirm that all proposed hardware will be the most current production model at the time of order, providing WVDOT with modern, compliant, and fully supported technology.

3.1.2.7 Non-Self-Propelled Assets

3.1.2.7.1 Selected assets that do not have an electrical system will be equipment with GPS Tracking device hardware that can be powered by a rechargeable battery.

LB Technology acknowledges that certain assets without an onboard electrical system will require GPS tracking hardware powered by a rechargeable battery. We offer battery-powered device options designed for low-draw, long-life operation, and these units can be deployed on non-powered or auxiliary equipment while still providing reliable location and movement reporting.

3.1.2.7.2 GPS tracking system hardware for non-self-propelled assets shall be capable of providing utilization information such as, but not limited to, hours of use, days of use, the distance traveled and location of system.

LB Technology acknowledges that GPS tracking hardware installed on non-self-propelled assets must provide meaningful utilization information. Our self-powered devices are capable of reporting hours of use, days of use, distance traveled, and precise location, along with other movement or activity metrics supported by the asset type.

These units are designed to operate reliably on trailers, attachments, and other equipment without their own power source, ensuring WVDOT maintains full visibility into asset usage across the fleet.

3.1.2.7.3 GPS tracking system hardware for non-self-propelled assets may be equipped with solar panels to facilitate charging of internal batteries. If solar is not an option, the vendor shall provide alternative means of battery charging. All equipment necessary shall be listed in Pricing Page, Exhibit A.

LB Technology acknowledges that GPS tracking hardware for non-self-propelled assets may require solar panels to maintain battery charge. We offer solar-powered options that keep internal batteries charged during regular outdoor use. If solar is not feasible for a specific asset or operating environment, we will provide alternative charging methods, such as external chargers or replaceable battery configurations.

All required charging equipment and accessories will be fully itemized in *Exhibit A - Pricing Page*.

3.1.2.7.4 GPS tracking system hardware for trailer applications shall allow the device to be connected to the tow asset power supply when the trailer cord is connected and will use this power supply to charge the internal battery and power the device.

LB Technology acknowledges that GPS tracking hardware for trailer applications must be capable of connecting to the tow vehicle's power supply when the trailer cord is plugged in. Our trailer tracking devices have options to support this requirement when appropriate by drawing power

from the tow asset to operate the unit and charge the internal battery, ensuring continuous tracking whether the trailer is connected or operating in standalone mode.

3.1.2.7.5 If selected assets have mounted power equipment mounted powered equipment will be equipped with the asset operator ID option. Usage data, including but not limited to, days and hours of use, will be provided. Data points reported/required are specific to WVDOT with be determined for configuration in the in the SOW for system configuration.

LB Technology acknowledges that selected assets with mounted powered equipment will require the operator ID option. Our system supports operator identification for these equipment types, ensuring that usage data—such as days of use, hours of operation, and other required metrics—is accurately tied to the correct operator.

We also understand that specific data points required by WVDOT will be finalized and configured as part of the system configuration SOW. FleetTrack will be tailored to capture and report all requested data for each applicable equipment type.

3.1.2.8 Automated Vehicle Location (ALV)

3.1.2.8.1 The Vendor should provide AVL options for Heavy Duty assets and other assets as needed. AVL shall provide real-time data collection, control, data analysis and reporting as described below:

LB Technology acknowledges the requirement to provide Automatic Vehicle Location (AVL) options for heavy-duty assets, as well as any other asset types identified by WVDOT. Our AVL solution supports real-time data collection, asset control, data analysis, and reporting consistent with the specifications outlined in the CRFQ.

We are prepared to configure AVL capabilities to meet WVDOT's operational needs across snow and ice equipment, construction assets, and other mission-critical vehicles.

3.1.2.8.1.1 GPS Tracking System must be in compliance with state and federal asset operator reporting requirements.

LB Technology acknowledges that the GPS tracking system must comply with all applicable state and federal asset operator reporting requirements. Our platform is designed to support these regulatory standards and ensure that operator activity, identification, and related operational data are captured and reported in accordance with all mandated guidelines.

3.1.2.8.1.2 GPS Tracking System shall collect real-time data necessary to support cost savings for winter maintenance compatible with communication protocols such as Clear Roads "CR 14-04 Plug and Play" or equivalent.

LB Technology acknowledges that the GPS tracking system must collect real-time data to support cost-saving efforts for winter maintenance and be compatible with communication protocols such as Clear Roads' "CR 14-04 Plug and Play" or an equivalent standard. Our platform can ingest and process winter operations data, including plow position, spreader activity, and material application rates.

LB Technology will work with the existing sensor/controller provider to ensure proper data output and will configure FleetTrack to receive, display, and report that information in the required format.

3.1.2.8.1.3 GPS Tracking System shall automate the collection and reporting of highway maintenance activities.

LB Technology acknowledges that the GPS tracking system must automate the collection and reporting of highway maintenance activities. Our platform is designed to capture operational data from vehicles, mounted equipment, and associated sensors in real time, ensuring that WVDOT receives accurate, automated reporting without requiring manual data entry.

3.1.2.8.1.4 GPS Tracking System shall be able to provide video feed of winter maintenance activities and may be required to interface with video feeds from existing WVDOT dash cam recording devices that utilizes Nextbase 622GW dash cams.

LB Technology acknowledges that the GPS tracking system must be capable of providing video feeds of winter maintenance activities. Our platform supports live video streaming, event-based video retrieval, and historical video review to give WVDOT full visibility into snow and ice operations.

We also understand that WVDOT may require integration with existing dash camera systems, specifically the Nextbase 622GW units currently in use. LB Technology will consult with Nextbase to determine integration options, data accessibility, and compatibility and will configure FleetTrack accordingly; if not, we will provide a path forward while also offering our fully integrated, production-ready camera system as an alternative.

3.1.2.8.1.5 GPS Tracking System shall capture real time tracking of assets for highway incident response and winter operations.

LB Technology acknowledges that the GPS tracking system must provide real-time tracking of assets to support highway incident response and winter operations. Our platform delivers continuous, live location updates and operational status information, ensuring WVDOT can monitor fleet activity, coordinate responses, and maintain situational awareness during critical events.

3.1.2.8.1.6 The Vendor shall provide all equipment and hourly professional services rates necessary to collect data to allow for assessment of conditions of items listed in section 3.1.2.8. Vendor shall include pricing information on Pricing Page, Exhibit A.

LB Technology acknowledges the requirement to provide all necessary equipment and hourly professional services rates needed to collect data for assessing the conditions outlined in Section 3.1.2.8. We will include all applicable pricing for hardware, accessories, and professional services in *Exhibit A - Pricing Page*, ensuring full transparency and compliance with WVDOT's requirements.

3.1.2.8.1.7 GPS Tracking System shall provide compatibility with a wide variety of light duty and heavy-duty vehicles maintained by WVDOT.

LB Technology acknowledges that the GPS tracking system must be compatible with the full range of light-duty and heavy-duty vehicles maintained by WVDOT. Our hardware and platform are designed to operate across diverse asset types, including passenger vehicles, dump trucks, snow and ice equipment, construction machinery, off-road units, and specialized maintenance assets.

3.1.2.8.1.8 GPS Tracking System hardware cellular and GPS antennas shall be internal to the unit.

LB Technology acknowledges that all GPS tracking hardware must have internal cellular and GPS antennas. Our devices are designed with fully integrated antenna systems, eliminating the need for external components and ensuring a clean, reliable installation that minimizes exposure to damage, weather, or vibration.

3.1.2.8.1.9 GPS Tracking System hardware shall contain serial ports for Power Take Off (PTO) inputs.

LB Technology acknowledges that the GPS tracking hardware must include serial ports capable of supporting Power Take Off (PTO) inputs. Our devices provide configurable serial and I/O connections that can capture PTO status and activity, ensuring accurate reporting for plows, spreaders, auxiliary equipment, and other PTO-driven functions within the WVDOT fleet.

3.1.2.8.1.10 GPS Tracking System hardware shall provide battery power for unpowered assets or a rechargeable solution.

LB Technology acknowledges that the GPS tracking system hardware must support battery-powered or rechargeable solutions for assets that do not have their own power source. We offer self-powered and rechargeable device options designed for long-term operation on unpowered or intermittently powered equipment, ensuring consistent tracking and activity reporting across all WVDOT asset types.

3.1.2.8.1.10 GPS Tracking System shall provide real-time PTO tracking, service and detailed reports and alerts for the following:

3.1.2.8.1.10.1 Spreader operation

3.1.2.8.1.10.2 Brine control

3.1.2.8.1.10.3 Material flow

3.1.2.8.1.10.4 Plow operation (plow up and down)

3.1.2.8.1.10.5 Wiper operation

3.1.2.8.1.10.6 Forward and rear facing video feeds if available on equipment.

3.1.2.8.1.10.7 Warning lamp operation

3.1.2.8.1.10.8 Current weather conditions, including road surface temp and pavement conditions

LB Technology acknowledges that the GPS tracking system must provide real-time PTO tracking, detailed reporting, and alerts for the operational elements listed.

LB Technology will capture and supply all data that the controller is capable of providing. Our platform is designed to ingest controller RS232 RX/TX outputs directly, whether from spreaders, plow controllers, brine systems, or other winter-maintenance equipment, and present that information in real time within FleetTrack. This ensures WVDOT receives complete and accurate visibility into all winter operations.

3.1.2.8.2 The GPS Tracking System shall be able to provide real-time asset control, detailed reports and alerts for the following:

3.1.2.8.2.1 ELD (<https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices>)

3.1.2.8.2.2 Video capability for reporting out of service items.

3.1.2.8.2.3 PTO work time.

LB Technology acknowledges that the GPS tracking system must support real-time asset control, detailed reporting, and alerting for:

- FMCSA-compliant ELD/DVIR functionality
- Video capabilities for documenting out-of-service items
- PTO work time

LB Technology delivers these capabilities through our FMCSA-certified solution, integrated video platform, and real-time PTO tracking. Our system provides continuous visibility, accurate reporting, and automated alerts tied to driver activity, equipment status, and operational workflows.

3.1.2.8.3 The GPS Tracking System shall be able to interface with Assetworks Fleet Management System and shall be able to report the following data:

3.1.2.8.3.1 DVIR Data

3.1.2.8.3.2 Out of service assets

3.1.2.8.3.3 Subsystems and PTO data

3.1.2.8.3.4 Component data

3.1.2.8.3.5 Asset Operator ID, duty status and hours of service

3.1.2.8.3.6 Material Data

3.1.2.8.3.7 Highway maintenance reports

LB Technology acknowledges that the GPS tracking system must interface with the AssetWorks Fleet Management System and support the transmission of all required data elements in section 3.1.2.8.3. Our platform provides secure, API-driven interoperability and can be configured to automatically share the necessary operational, maintenance, and operator-related data with AssetWorks in the formats and intervals required by WVDOT.

3.1.2.9 GPS Tracking Software Requirements

3.1.2.9.1 The vendor will be required to provide a web-based product access that requires no software installation

LB Technology acknowledges that the solution must be fully web-based and require no software installation. FleetTrack is accessed through a standard web browser and does not require local downloads, desktop clients, or plug-ins, ensuring easy access for all WVDOT users.

3.1.2.9.2 The GPS System shall provide continual program updates through the web without service interruption

LB Technology acknowledges that the GPS tracking system must provide continuous program updates through the web without interrupting service. FleetTrack is built to support seamless, over-the-air updates that occur in the background, ensuring users experience no downtime or disruption during routine enhancements or maintenance releases.

3.1.2.9.3 The GPS System shall provide administrative ability to include unlimited users, unlimited grouping hierarchy, unlimited geo-fences, and methods to group assets outside of the normal grouping hierarchy

LB Technology acknowledges that the GPS tracking system must support robust administrative capabilities, including unlimited users, an unlimited grouping hierarchy, unlimited geofences, and flexible options for organizing assets outside of the standard hierarchy. FleetTrack is built to accommodate these requirements, allowing WVDOT to structure users, assets, and geospatial boundaries in whatever way best fits operational workflows across districts and divisions.

3.1.2.10 Data Storage Services

3.1.2.10.1 The GPS Tracking System shall provide a secure confidential Data Warehouse, and help desk facility with an uninterruptible power source, firewall protections, and a backup disaster recovery plan.

LB Technology acknowledges that the GPS tracking system must include a secure, confidential data warehouse and a help desk environment supported by an uninterruptible power supply, strong firewall protections, and a formal disaster recovery plan. Our hosted infrastructure meets these requirements, providing redundant power, secure data handling, continuous monitoring, and a documented recovery framework to ensure data integrity and system availability for WVDOT.

3.1.2.10.2 The GPS Tracking System shall provide a Data warehouse that operates twenty-four (24), seven (7) days a week, including holidays. The Vendor must ensure that all data, data transmissions, and data storage is kept secure and confidential. The State does not expect 100% uptime on the Data Services, but the level of service provided with this contract will include a twenty-four (24)-hour notice for scheduled maintenance and must be communicated to the ordering agency at least twenty-four (24) hours prior. Maintenance should be scheduled outside normal business hours. Unanticipated downtime must be addressed within one (1) hour.

LB Technology acknowledges that the data warehouse must operate 24/7, including holidays, and that all data transmission and storage must remain secure and confidential. Our hosted environment meets these expectations through continuous operation, strong security controls, and encrypted data handling throughout the entire system.

We understand that planned maintenance requires at least 24 hours' advance notice and must be scheduled outside normal business hours. LB Technology will follow this requirement for all scheduled updates.

We also recognize the need to respond to any unanticipated downtime within one hour. Our in-house support team is staffed and prepared to meet this response time to ensure minimal disruption to WVDOT operations.

3.1.2.10.3 The GPS Tracking System Data warehouse shall have a backup power supply to maintain continuous operations in the event of utility power failures. The service center will have duplicate computers for redundancy, with the ability to, at a minimum, permit restoration of data collection and user monitoring services within twenty-four hours after computer failure.

LB Technology acknowledges that the data warehouse must include a backup power supply to maintain continuous operations during utility power failures. Our infrastructure is supported by redundant power systems, including UPS and generator-backed environments, to prevent service interruption.

We also understand the requirement for redundant computing resources that allow restoration of data collection and user monitoring services within 24 hours in the event of a system failure. Our environment includes mirrored systems and failover capabilities to ensure that services can be restored quickly and reliably in accordance with WVDOT expectations.

3.1.2.10.4 The GPS Tracking System Data Warehouse shall have duplicate data storage devices with automated fail-over and automatic re-establishment of the duplicate databases upon replacement of the failed storage device.

LB Technology acknowledges that the data warehouse must maintain duplicate data storage devices with automated failover, ensuring continuity of operations if a storage device fails. Our infrastructure supports this requirement through a redundant storage architecture that automatically switches to the backup device in the event of a failure and then rebuilds or re-establishes the duplicate database once the failed component is replaced. This approach provides continuous data protection and minimizes service disruption for WVDOT.

3.1.2.10.5 The GPS Tracking System Vendor have a written Emergency Disaster Recovery Plan at the start of the contract. The associated system and equipment will provide support in case of failures in power, telephone system, data networking equipment at its host site to the user-level equipment provided by the Contractor, due to the following but not limited to, all natural or man-made disasters including flood or fire at the data storage and reporting center. A written Emergency Disaster Recovery Plan shall be provided upon request.

LB Technology acknowledges that a written Emergency Disaster Recovery Plan must be in place at the start of the contract. We maintain a comprehensive disaster recovery plan that covers failures related to power, telecommunications, networking equipment, and other system components at the host site, as well as contingencies for natural or man-made disasters such as floods or fires affecting the data storage and reporting environment.

We will provide WVDOT with a copy of this written Emergency Disaster Recovery Plan upon request.

3.1.2.10.6 The GPS Tracking System data produced will be the property of WVDOT and shall be available for retrieval twenty-four (24) hours a day, seven (7) days a week, including holidays for a minimum of two (2) rolling years. The overwrite rate will be one (1) month and begin with the oldest data first. Data will be retained for a minimum of two (2) rolling years before overwrite (overwrite rate will be one (1) month), archiving, or deletion with the option for ordering agency to download the data prior to overwrite, archiving, or deletion. The download will be available in Excel, Comma Separated Value, or other agreed upon form.

LB Technology acknowledges that all GPS tracking system data belongs to WVDOT and must be accessible 24/7, including holidays, for a minimum of two (2) rolling years. Our platform supports continuous data availability and ensures that historical records can be retrieved at any time within that retention window.

We also understand the requirement for a one-month overwrite cycle beginning with the oldest data, occurring only after the full two-year retention period. Before any overwrite, archiving, or deletion takes place, WVDOT will have the option to download the data. FleetTrack supports exporting data in Excel, CSV, or other mutually agreed-upon formats to ensure compatibility with the State's reporting and archival needs.

3.1.2.10.7 The GPS Tracking System The data will be stored in and queried from a stable, relational database. All data corrections will reflect across the entire database system. All data must be encrypted at rest using Transparent Data Encryption (TDE) or like technology.

LB Technology acknowledges that all GPS tracking system data must be stored and queried from a stable, relational database. Our platform uses structured, relational data storage to ensure consistency, accuracy, and system-wide integrity.

We also understand that any data corrections must propagate across the entire database environment. FleetTrack supports this requirement through centralized data management and unified update processes.

All data is encrypted at rest using Transparent Data Encryption (TDE) or equivalent industry-standard encryption technologies, ensuring that WVDOT's data remains secure and protected at all times.

3.1.2.10.8 The GPS Tracking system data points as defined during the implementation SOW with the Vendor and WVDOT agency shall integrate with Fleet Management Software/Programs if required by the WVDOT.

LB Technology acknowledges that all GPS tracking system data points defined in the implementation SOW must integrate with WVDOT's fleet management software or programs when required. Our platform supports secure API-driven integrations and can be configured to transmit the agreed-upon data elements to the designated systems, ensuring seamless interoperability with WVDOT's existing operational tools.

3.1.2.10.9 WVDOT will regularly batch or import new data into, or update data in the GPS Tracking System database. This will include a batch in or import geofence information or as a regular update batch on the asset hierarchy. This will reduce the time otherwise needed to manually enter or update data and reduce the potential for errors in the data. Updates can be completed by WVDOT or by the Vendor. Proof of successful batch or update completion is required if completed by the Vendor and will be provided to the WVDOT.

LB Technology acknowledges that WVDOT will routinely batch or import new data into the GPS tracking system, such as geofence updates, asset hierarchy changes, and other operational data, to streamline data management and minimize manual entry. Our platform fully supports bulk imports and batch updates.

These updates can be performed directly by WVDOT or, if preferred, by LB Technology. When the updates are completed by our team, we will provide confirmation and proof of successful batch processing so WVDOT has full visibility and assurance that the data was applied correctly across the system.

3.1.2.10.10 During the SOW for implementation of the project the Vendor will work with WVDOT to create a Data Mapping Specification to ensure the ability to bilaterally move data from an WVDOT to the GPS Tracking system.

LB Technology acknowledges that, as part of the implementation SOW, we will work collaboratively with WVDOT to create a detailed Data Mapping Specification. This document will define how data is exchanged in both directions between WVDOT systems and the GPS tracking platform, ensuring accurate, consistent, and reliable data movement throughout the integration process.

3.1.2.10.11 All data collected by Vendor is owned by WVDOT. Any use of, or change to, WVDOT data must be approved in writing prior to use of, or change to WVDOT data.

LB Technology acknowledges that all data collected through the GPS tracking system is the sole property of WVDOT. We will not use, modify, distribute, or repurpose any WVDOT data without prior

written approval. Any requested changes to WVDOT data will be performed only after receiving explicit authorization to ensure full control, transparency, and protection of the State's information.

3.1.2.10.12 The GPS Tracking System Data Warehouse shall provide for bidirectional secure and encrypted communication.

LB Technology acknowledges that the data warehouse must support secure, encrypted, bidirectional communication. Our platform is built on encrypted transmission protocols for both inbound and outbound data flows, ensuring that all exchanges between WVDOT systems and the GPS tracking solution remain protected, confidential, and fully compliant with security requirements.

3.1.2.10.13 Ordering agency shall have the option to direct data to multiple alternative "cloud" or data warehouses.

LB Technology acknowledges that WVDOT must have the option to direct data to multiple alternative cloud or data warehouse environments. Our platform supports flexible data forwarding and can be configured to securely transmit required datasets to additional storage locations or cloud systems designated by the ordering agency.

3.1.2.11 GPS Tracking System Enterprise Level Web Based Data Application

3.1.2.11.1 The GPS Tracking System application shall allow state personnel to access securely the asset data stored in the Data Warehouse. The Application shall provide pre-configured, customizable, viewable, printable and downloadable reports as described in, and has the capability of configuring and sending SMS, MMS or email alerts to users defined from within the Application, for each user. Data shall be collected every one (1) second and transmitted directly to the Application via cloud-based PI.

LB Technology acknowledges that the GPS Tracking System application must allow state personnel to securely access all asset data stored in the data warehouse. FleetTrack supports secure, role-based access and provides pre-configured, customizable, printable, and downloadable reports consistent with WVDOT's requirements.

The application also supports configurable SMS, MMS, and email alerts for each user, allowing WVDOT to tailor notifications to individual roles or operational needs.

We understand that data must be collected and transmitted directly to the application through a cloud-based API. Our platform is designed to support high-frequency data collection and real-time cloud delivery to ensure WVDOT receives continuous, up-to-date visibility into all asset activity.

3.1.2.11.2 The GPS Tracking System vendor shall provide a system in such a manner that the WVDOT has no responsibility for the database, the Application software, or the technical infrastructure and associated processes and procedures. Access to the Application and the underlying database will be provided through the web will be secure, encrypted and role-based.

LB Technology acknowledges that the GPS tracking system must be delivered in a fully managed manner so that WVDOT has no responsibility for maintaining the database, application software, or underlying technical infrastructure. We will host and manage all system components, including data storage, application updates, security controls, and operational monitoring.

Access to both the application and the underlying data will be provided through secure, encrypted, role-based web access, ensuring that WVDOT personnel can safely use the system without carrying any infrastructure or maintenance burden.

3.1.2.11.3 If required by WVDOT, the vendor shall also provide an option for WVDOT to become responsible for system administration and operation. The vendor shall provide applicable training and access as required by WVDOT.

LB Technology understands that WVDOT may choose to take on system administration and day-to-day operation if needed. If that option is selected, we will provide the necessary training, access, and support so WVDOT staff can manage the system confidently and effectively.

3.1.2.11.4 The requirements for 3.1.2.11.2 and/or 3.1.2.11.3 will be further defined in the SOW that will be created for system configuration and implementation. The vendor is required to provide rates for both options in Pricing Page, Exhibit A.

LB Technology acknowledges that the requirements outlined in Sections 3.1.2.11.2 and 3.1.2.11.3 will be further detailed in the system configuration and implementation SOW. We will provide pricing for both options in *Exhibit A - Pricing Page* as required, ensuring full transparency for WVDOT during evaluation and selection.

3.1.2.11.5 The GPS Tracking System Vendor shall provide an internet secure link to WVDOT the Application and server with all data processing functions occurring solely on the Application's servers.

LB Technology understands that the system must provide WVDOT with a secure internet link to the application and server, with all data processing occurring entirely on the application's servers. Our platform is built around this model. WVDOT users access the system securely through a web interface, while all processing, storage, and compute functions are handled within our hosted environment. This ensures data integrity, security, and consistent performance without requiring WVDOT to maintain any backend infrastructure.

3.1.2.11.6 The GPS Tracking System Application shall not require installation of application provided software or applications on state-owned computers.

LB Technology acknowledges that the GPS Tracking System must not require any software installation on state-owned computers. FleetTrack is fully web-based and accessible through any modern browser, so WVDOT can use the system without installing desktop applications, plug-ins, or client software.

3.1.2.11.7 The GPS Tracking System Vendor shall notify the ordering agency by phone and/or email thirty (30) calendar days prior to implementing Application system changes. Sixty (60) calendar day notice is required for database structure changes. All changes must be tested for functionality prior to release. All data shall be backed-up prior to release of any changes. At least one (1) prior version of the backed up data shall be available, tested and ready in the event a roll back is required.

LB Technology understands and agrees to the notification requirements for system updates. We will notify the ordering agency at least 30 days in advance of any application-level changes, and 60 days in advance of any database structure changes. All updates will be fully tested for functionality prior to release, and we will back up all data before any change is deployed.

We will also maintain at least one prior version of the backed-up data, tested and ready, so that a rollback can be performed immediately if needed. This ensures system stability and protects WVDOT operations during all update cycles.

3.1.2.11.8 The GPS Tracking System Application shall provide the ability to overlay map an asset's location throughout the day and provide viewable, printable, and downloadable reports for each data type collected or calculated. The mapping overlay shall be a seamless route tracking log of the fleet asset movement during the given time parameters. These reports will be customizable by authorized WVDOT via the Application interface.

LB Technology acknowledges that the system must provide the ability to overlay an asset's location on the map throughout the day and generate viewable, printable, and downloadable reports for every data type collected or calculated. FleetTrack supports seamless route/trip tracking, showing continuous asset movement for any selected timeframe, and produces detailed route/trip logs without breaks or gaps.

All reports and map overlays can be customized by authorized WVDOT personnel directly within the application, allowing the State to tailor outputs to each district's operational and reporting needs.

3.1.2.11.9 The GPS Tracking System Application UI map should be updated with the current vehicles location within thirty (30) seconds of vehicle movement.

LB Technology acknowledges that the application's map must update with the vehicle's current location within 30 seconds of movement. Our platform supports near real-time location updates and will refresh the UI map (user configurable) within that required timeframe, ensuring WVDOT has timely and accurate visibility into fleet activity.

3.1.2.11.10 Due to possible data drift for calculated odometer and hour-meter readings, the Application shall accept odometer and hour-meter corrections for all platforms. Any odometer or hour-meter corrections entered will be actual dash odometer and dash hour-meter readings and will overwrite and eliminate the previous value causing the Application to display and store odometer and/or hour-meter increases based on this new value and cascade backward replacing previous odometer and hour-meter values based on the corrected value for data continuity and integrity.

LB Technology acknowledges that the application must allow WVDOT to enter odometer and hour-meter corrections when needed, especially in cases where calculated values may drift over time. FleetTrack supports full correction using an open "offset" capability.

3.1.2.11.11 The GPS Tracking System Application shall accommodate an unlimited user base with a minimum of one thousand (1,000) concurrent users per WVDOT account.

LB Technology acknowledges that the application must support an unlimited number of users and handle at least 1,000 concurrent users per WVDOT account. FleetTrack is built on a scalable, cloud-based architecture that easily accommodates high concurrency, ensuring reliable performance even during peak usage across all districts and divisions.

3.1.2.11.12 The GPS Tracking system Application shall support user hierarchy (role-based) Application access levels based on user ID's and passwords. All passwords must adhere with secure salted password hashing standards. Moreover, the solution must be configured to enable the WVDOT to set a date for password changes if required. The Vendor shall establish the initial WVDOT agency user accounts based on personnel information provided by the WVDOT during the initial SOW for configuration and implementation. The Vendor's customer support shall provide ongoing support for user hierarchy, report data entry, and report generation for the term of the contract. Parameters, included but not limited to the following, will be a one click yes/no adjustment parameter for each classification/user and shall be standalone (not group dependent):

LB Technology acknowledges that the application must support a full role-based user hierarchy with secure access controls tied to individual user IDs and passwords. All passwords in our system follow modern security standards, including salted hashing, and WVDOT will have the ability to set password expiration dates or change intervals if required.

As part of the initial configuration and implementation SOW, we will establish all WVDOT user accounts based on the personnel information the State provides. After go-live, our support and account management teams will continue to assist with user hierarchy management, account adjustments, report configuration, and ongoing report generation throughout the entire contract term.

We also understand that certain parameters must be controlled via simple one-click yes/no options for each user classification, and these settings must operate independently rather than being tied to group-level dependencies. FleetTrack fully supports this level of granular, user-specific configuration.

- 3.1.2.11.12.1 View Data – current location**
- 3.1.2.11.12.2 View Data/Run Reports Historical Location**
- 3.1.2.11.12.3 View Data – Asset Diagnostics**
- 3.1.2.11.12.4 View Data – Asset Operator**
- 3.1.2.11.12.5 Manage Users**
- 3.1.2.11.12.6 Manage User Groups**
- 3.1.2.11.12.7 Register/Edit Assets**
- 3.1.2.11.12.8 Edit Odometer/ECM engine hours**

- 3.1.2.11.12.9 Manage Geofences**
- 3.1.2.11.12.10 Manage scheduled reports**
- 3.1.2.11.12.11 Manage Alerts**
- 3.1.2.11.12.12 Run Device Reports**
- 3.1.2.11.12.13 View all users**
- 3.1.2.11.12.14 Manage Asset Operations**
- 3.1.2.11.12.15 Manage Asset Operator ID Key Assignments**
- 3.1.2.11.12.16 Manage Asset Operator Schedules**
- 3.1.2.11.12.17 View Analytics Dashboard**
- 3.1.2.11.12.18 View Asset Operator Behavior Dashboard**
- 3.1.2.11.12.19 Show Asset Operations Information**
- 3.1.2.11.12.20 Public Geofence creation**

LB Technology understands that certain parameters listed in 3.2.11.12.1 through 3.1.2.11.12.20 must be controlled via simple one-click yes/no options for each user classification, and these settings must operate independently rather than being tied to group-level dependencies. FleetTrack fully supports this level of granular, user-specific configuration.

3.1.2.11.13 The GPS Tracking System Vendor shall provide user hierarchy templates, customizable to establish and define user rights. Initial templates will be created by the Vendor based on the rights hierarchy provided by the WVDOT. Authorized personnel will have rights to create, edit and assign custom rights and edit the templates.

LB Technology acknowledges that we must provide user hierarchy templates that can be customized to define user rights. As part of the initial setup, we will create these templates based on the rights hierarchy provided by WVDOT.

Authorized WVDOT personnel will have the ability to create new templates, edit existing ones, adjust user rights, and assign those rights as needed. This ensures that the State can manage access levels and permissions as its operational needs evolve over time.

3.1.2.11.14 The GPS Tracking System shall provide provisions to mask certain data points, such as operator and location, will be available based on user hierarchy.

LB Technology acknowledges that certain data points, such as operator identity and location information, must be able to be masked based on user hierarchy. FleetTrack supports this requirement by allowing role-based visibility rules, so only authorized users can view sensitive information, while others see a masked or restricted version of the data.

3.1.2.11.15 WVDOT will supply a list of authorized personnel to the Vendor during the initial SOW implementation process. The authorized personnel will have access to the Application twenty-four (24) hours a day, seven (7) days per week, including holidays. Personnel changes will be made as needed by each ordering agency through the administrator account by e-mail or by phone request to Contractor. The State does not expect 100% uptime on the web application, but the level of service provided with this contract will include a twenty-four (24) hour notice for scheduled maintenance. Maintenance should be scheduled outside normal business hours. Unanticipated downtime must be addressed within one (1) hour.

LB Technology acknowledges that WVDOT will provide a list of authorized personnel during the initial implementation SOW, and those users must have access to the application 24/7, including holidays. The system will fully support this requirement.

We understand that personnel changes will need to be made over time, and these updates can be handled either through the administrator account or by contacting LB Technology support or the dedicated account manager.

We also recognize the service-level expectations: WVDOT does not require 100% uptime, but we will provide at least 24 hours' notice for scheduled maintenance, and all planned maintenance will occur outside normal business hours. Any unanticipated downtime will be responded to within one (1) hour to minimize operational disruption.

3.1.2.11.16 The GPS Tracking System Application shall allow for unlimited location pings or event-based data transmission for each asset (with key on or off) twenty-four (24) hours a day, seven (7) days a week, including all holidays. The State does not expect 100% up time on the web application, but the level of service provided with this contract will include a twenty-four (24) hour notice for scheduled maintenance. Maintenance should be scheduled outside normal business hours. Unanticipated downtime must be addressed within one (1) hour.

LB Technology acknowledges that the system must support unlimited location pings and event-based transmissions for each asset, whether the key is on or off, and that this capability

must operate 24/7, including holidays. FleetTrack is built to handle high-frequency reporting without limitations on message volume.

We also recognize the service expectations: while the State does not require 100% uptime, we will provide at least 24 hours' notice for any scheduled maintenance, and all planned work will take place outside normal business hours. Any unanticipated downtime will receive a response within one hour to ensure continued reliability for WVDOT.

3.1.2.11.17 The GPS Tracking system Application shall have acceptable processing performance for mapping and tracking data. Acceptable is defined as a response time of between three to four (3-4) seconds for standard and ten (10) seconds to run complex process and content availability of 99.9 percent of the time.

LB Technology acknowledges the performance requirements for mapping and tracking within the application. FleetTrack is designed to meet or exceed these expectations, delivering standard responses within three (3) to four (4) seconds and handling more complex processes within ten seconds. Our cloud infrastructure also supports 99.9% content availability, ensuring consistent, reliable access to mapping, tracking, and reporting features for WVDOT users.

3.1.2.11.18 The GPS Tracking System Vendor shall provide the ability to download or export all data directly from the Application.

LB Technology acknowledges that the system must allow WVDOT to download or export all data directly from the application. FleetTrack provides export options for all data types, including reports, raw data, history logs, and operational records, in formats such as Excel, CSV, or other mutually agreed-upon formats.

3.1.2.11.19 The GPS Tracking System Application shall allow users to access the application over a Secure Socket Layer connection with 256-bit encryption or equivalent utilizing Microsoft Internet Explorer 11 or higher, Mozilla Firefox, or Google Chrome web browsers.

LB Technology acknowledges that users must be able to access the application securely over an SSL connection with 256-bit encryption (or equivalent). FleetTrack supports secure HTTPS access across all major browsers, including Internet Explorer 11 or higher, Mozilla Firefox, and Google Chrome as the recommended browser, ensuring WVDOT personnel can access the system safely from any approved browser.

3.1.2.11.20 The GPS Tracking System shall overlay maps to work on all computers with Windows 7 or later, with at least 2GB of RAM, and Microsoft Internet Explorer 11 or higher, Mozilla Firefox, or Google Chrome web browsers.

LB Technology acknowledges that the system's mapping functions must work on any computer running Windows 7 or later with at least 2GB of RAM, and must operate properly in Internet Explorer 11 or higher, Mozilla Firefox, and Google Chrome. Chrome is the recommended browser. FleetTrack is fully compatible with these environments, ensuring that WVDOT users can access map overlays and tracking tools without requiring upgrades or special hardware.

3.1.2.11.21 The GPS Tracking System application shall have the ability to geofence, both private and public. Any user created public geofences will be viewable to authorized personnel. Private geofences will be viewable to only that user account. When a user account is disabled, any geofences can be assigned to another account, or deleted by authorized personnel.

LB Technology acknowledges that the application must support both private and public geofencing. FleetTrack allows users to create geofences that are visible only to their own account, as well as public geofences that can be shared and viewed by authorized WVDOT personnel.

If a user account is ever disabled, any geofences created under that account can be reassigned to another authorized user or deleted altogether, based on WVDOT's preference. This gives the State full control over geofence management while keeping everything organized and secure.

3.1.2.11.22 The GPS Tracking System Application shall have a scalable search functionality. WVDOT will have access to search based on defined hierarchies, asset identifiers (year, make, model, Vehicle Identification Number (VIN) or Asset ID). A wildcard search feature is required.

LB Technology acknowledges that the application must include scalable and flexible search functionality. FleetTrack supports searching across all defined hierarchies and allows users to locate assets using year, make, model, VIN, Asset ID, or other identifiers. We also support wildcard search, making it easy for WVDOT personnel to quickly find the assets or groups they need, even with partial information.

3.1.2.11.23 The GPS Tracking Application database shall be compatibly structured to allow seamless data transfer to the ordering agency's servers at any time if deemed necessary by the ordering agency.

LB Technology acknowledges that the application database must be structured in a way that allows WVDOT to transfer all data to its own servers at any time, if the agency determines it is necessary. Our platform supports this requirement through standardized data models and export capabilities

that make full data extraction and transfer straightforward and seamless, ensuring WVDOT always maintains full control over its information.

3.1.2.11.24 The GPS Tracking Application shall have real-time, secure bidirectional information transfer with the User Portal and Vendor Data Warehouse.

LB Technology acknowledges that the application must support real-time, secure, bidirectional information transfer between the user portal and the vendor's data warehouse. FleetTrack is built on encrypted, two-way communication channels that allow data to flow securely in and out of the system, ensuring WVDOT always has up-to-date information and full operational visibility.

3.1.2.11.25 The GPS Tracking System Application shall allow users to access the application utilizing Microsoft Internet Explorer 11 or higher, Mozilla Firefox, or Google Chrome web browsers and may be required to provide access via mobile devices such as phones, iPads and tablets.

LB Technology acknowledges that users must be able to access the application through Internet Explorer 11 or higher, Mozilla Firefox, or Google Chrome. FleetTrack fully supports these browsers. If WVDOT requires mobile access, our platform is also accessible on phones, iPads, and tablets through a responsive web interface, giving users the ability to view data and manage assets from the field.

3.1.2.11.26 The GPS Tracking System Application data transmission shall use Transport Layer Security (TLS) 1.2 and above.

LB Technology acknowledges that all data transmission within the GPS Tracking System must use Transport Layer Security (TLS) 1.2 or higher. Our platform already adheres to this standard, ensuring secure, encrypted communication for all data exchanged between user devices, the application, and the data warehouse.

3.1.2.11.27 The GPS Tracking Vendor shall patch operating software for vulnerability at a minimum every thirty (30) calendar days. Additionally, the vendor shall implement a process that recognizes zero day, critical and high vulnerabilities and must work with the agency to deploy the remediation/patching required with an expeditious manner to avoid possible risks to WVDOT's information and information assets.

LB Technology acknowledges the requirement to patch operating software for vulnerabilities at least every 30 days. We already follow a regular security patching schedule that aligns with this expectation.

We also understand the importance of responding quickly to zero-day, critical, and high-severity vulnerabilities. Our security team monitors these threats continuously and will work closely with WVDOT to deploy the appropriate fixes as quickly as possible to protect the State's information and

systems. This includes coordinated communication, testing when necessary, and timely rollout of remediation measures to minimize risk to WVDOT's environment.

3.1.2.11.28 The GPS Tracking System hardware shall have a bar code or QR label affixed. Prior to each installation all hardware data shall be scanned and logged. At a minimum, the following data shall be captured:

3.1.2.11.28.1 Asset identification number

3.1.2.11.28.2 VIN

3.1.2.11.28.3 Year/Make/Model

3.1.2.11.28.4 Telemetry Harness Type and Part number

3.1.2.11.28.5 Telemetry/GPS device model and serial number

LB Technology acknowledges this requirement. This functionality is straightforward for us to implement and can be put in place to meet WVDOT's needs. We can affix QR labels to all hardware and build a simple scanning workflow that logs the required information before each installation. The scan record can capture:

- Asset ID
- VIN
- Year/Make/Model
- Harness type and part number
- Device model and serial number

This is well within our capability to support, and we can include the QR labeling and scanning process in the implementation SOW so expectations, workflows, and data-capture steps are clearly defined for both teams.

3.1.2.12 GPS Tracking System Web Application Reporting

3.1.2.12.1 The GPS Tracking System Application shall provide or generate the reports described within this section, if the required data is available from each selected asset. Reports shall provide real-time information, as needed. Reports shall be available in the Application for a minimum of two (2) years. The reports will be provided at no additional cost. If reports include confidential, personally identifiable, or sensitive information, those reports must be labeled (Confidential). Information classification can be referenced in the SIMM5305-A section. Reporting needs will be further communicated in the initial SOW for system implementation.

LB Technology acknowledges that the application must provide or generate all reports described in this section, provided the required data is available from the selected assets. FleetTrack supports real-time reporting where applicable, and all reports will remain available in the system for a minimum of two (2) years at no additional cost.

If any report contains confidential, personally identifiable, or sensitive information, we will clearly label it as "Confidential" in accordance with SIMM5305-A guidelines.

We understand that WVDOT will further define reporting needs during the initial implementation SOW, and we will configure the system to meet those specific requirements.

3.1.2.12.2 The GPS Tracking System reports shall have minimum capabilities of being queried, sorted and filtered by any field contained in the report and by data parameters such as date or date range, asset IDs, hierarchy, asset operator, geofence activity, or other parameters as agreed upon by ordering agency.

LB Technology acknowledges that all reporting within the GPS Tracking System must support full querying, sorting, and filtering across any field contained in the report. FleetTrack allows users to filter by date or date range, asset ID, hierarchy, operator, geofence activity, and any other parameters WVDOT identifies.

We can also add additional filters or data fields as needed, based on requirements defined by the ordering agency. This ensures WVDOT has flexible, intuitive tools to analyze data in whatever way best supports operations.

3.1.2.12.3 The GPS Tracking System Reports shall be readable on screen, printable and downloadable. Reports shall be downloadable from the Application and be transmitted to the WVDOT via a scheduled email when report size allows, in any of the formats listed below. Zip file format or an option like Dropbox will be used when emailing report(s) or data, where possible. Where data transmission exceeds the allowable size for emailing, even with Zip file format, a Secure File Sharing process will be created.

LB Technology acknowledges that all GPS Tracking System reports must be readable on screen, printable, and downloadable. FleetTrack supports these capabilities and allows WVDOT to export reports directly from the application.

We also understand that WVDOT may need reports delivered by scheduled email when file sizes allow. Our system can automatically send scheduled reports. If a report or dataset exceeds the allowable email size even after compression, we will establish a secure file-sharing process to ensure WVDOT can receive the data safely and reliably.

This approach ensures continuous access to reporting, regardless of file size or delivery method.

3.1.2.12.4 The GPS Tracking System Application shall also have an ad hoc reporting feature, which allows for creation of reports that can be one time reports or become a regularly generated report. Available file types will include Excel (2013 or newer), Portable Document Format (.PDF), text comma delimited (.txt), Comma Separated Values (.CSV), and Hypertext Markup Language (HTML) at a minimum. Report(s) will be subject to approval by the ordering agency.

LB Technology acknowledges that the application must support ad hoc reporting, allowing WVDOT to create one-time or recurring reports as needed. FleetTrack includes an ad hoc report builder that lets authorized users define custom fields, filters, and layouts.

Reports can be exported in Excel (2013 or newer), PDF, CSV, or HTML formats. Any newly created reports can be submitted to the ordering agency for approval before being used on an ongoing basis.

3.1.2.13 GPS Tracking System Overlay Mapping Analysis

3.1.2.13.1 The GPS Tracking System track asset location and its travel plotted with no gaps between reporting points including directional arrows at reporting points on current maps. Travel will be depicted in lines corresponding to traveled route on up-to-date maps. Route will correspond to roadway traveled.

LB Technology acknowledges that the system must track asset location and display travel with no gaps between reporting points. FleetTrack provides continuous route viewing with directional

arrows at each reporting point, and travel is shown as a connected line that accurately follows the roadway on current, up-to-date maps. This ensures WVDOT can clearly see the exact path each asset traveled with complete, gap-free visibility.

3.1.2.13.2 The GPS Tracking System Application Vendor is responsible for identifying gaps in data during system implementation and will be further defined in the SOW. All gaps in data shall be investigated and acted upon by the Vendor. The Vendor shall report to WVDOT all data gap instances and proposed solutions including timelines to correct the cause. If the cause is not related to hardware malfunction, data transmission coverage issue, or installation fault, the Vendor shall provide a detailed report of actionable findings to the ordering agency. Reporting will occur within one (1) week of gap occurrence, in writing. Acceptable formats are .PDF, .txt, e-mail, or Word (.doc).

LB Technology acknowledges that we are responsible for identifying any data gaps during system implementation, with the full process to be detailed in the SOW. When a data gap occurs, we will investigate the cause, take corrective action, and provide WVDOT with a written report outlining the issue and the proposed solution, including a timeline for resolution.

If the gap is not caused by hardware failure, coverage limitations, or installation issues, we will still provide a detailed, actionable report explaining our findings and recommended next steps. All gap reports will be delivered to WVDOT within one week of the occurrence in an approved format, including Excel, PDF, TXT, email, or Word.

3.1.2.13.3 The GPS System Mapping shall plot and provide latitude and longitude coordinates and nearest address if available. The pinged asset location or event-based data transmission should take no longer than thirty (30) seconds to be received via the GPS Tracking System Application overlay map. The ping or event-based data transmission will locate the asset regardless of ignition status.

LB Technology acknowledges that the mapping system must plot latitude and longitude coordinates and display the nearest available address. FleetTrack updates asset positions on the overlay map within 30 seconds of a ping or event-based transmission, regardless of whether the vehicle's ignition is on or off. This ensures WVDOT always has timely and accurate visibility into asset location across all operating conditions.

3.1.2.13.4 The GPS Tracking System Application overlay maps shall be easy to navigate for an accurate depiction of the assets daily movements. Easy navigation means web users are able to easily find and identify daily movements of assets in a consistent manner.

LB Technology acknowledges that the application's overlay maps must be easy to navigate and provide a clear, accurate view of each asset's daily movements. FleetTrack is designed so users can quickly locate assets, follow their routes, and interpret activity in a consistent and intuitive way.

The map interface is straightforward to use, even for non-technical users, ensuring WVDOT personnel can easily review daily operations without confusion or excessive clicking.

3.1.2.13.5 The GPS Tracking System Application overlay maps shall load within (10) seconds.

LB Technology acknowledges that the application's overlay maps must load within 10 seconds. FleetTrack is optimized for fast map rendering, and our cloud-based mapping services consistently load well within this timeframe to ensure smooth, responsive use for WVDOT personnel.

3.1.2.13.6 The GPS Tracking System Application overlay maps and asset location shall be updated within thirty (30) seconds when a device condition/health check is requested via the application portal.

LB Technology acknowledges that the overlay maps and asset locations must update within 30 seconds when a device condition or health check is requested through the application portal. FleetTrack supports on-demand health checks and will refresh the device's status and location within the required timeframe, ensuring WVDOT receives timely and accurate information whenever a manual update is initiated.

3.1.2.13.7 The GPS Tracking System overlay mapping will be scalable to display individual assets up to and including a nationwide view.

LB Technology acknowledges that the overlay mapping must be fully scalable, allowing users to view a single asset or zoom out to a statewide or nationwide view. FleetTrack supports this level of map scalability, so WVDOT can monitor individual vehicles, district-wide operations, or the entire fleet across all operating regions with ease.

3.1.2.13.8 The GPS Tracking System Application mapping shall include selectable views allowing District, County, Region, and Zip Code boundaries to be added individually or in groups overlaid on the map display. Asset activity associated with these boundaries will be accessible in the Application and in report generation.

LB Technology acknowledges that the mapping system must support selectable boundary layers for Districts, Counties, Regions, and ZIP Codes. FleetTrack can display these layers individually or in combinations so users can tailor the map to whatever operational view they need.

We also note that WVDOT will need to supply the specific boundary layers as part of the SOW process so we can import and configure them accurately.

Asset activity associated with these boundaries will be fully accessible within the application and can be included in reporting, giving WVDOT clear visibility into where equipment is operating and how activity aligns with organizational or regional responsibilities.

3.1.2.14 GPS Tracking System Application Generated Reports

3.1.2.14.1 The GPS Tracking System Application shall generate the following pre-built (canned) reports through the secure internet site. All canned data will be available through the Application. All canned reports will be scalable, at a minimum, by:

3.1.2.14.1.1 Asset(s) ID

3.1.2.14.1.2 Asset Operator name and ID numbers

3.1.2.14.1.3 GPS Tracking Device type and serial number

3.1.2.14.1.4 Asset(s) odometer value

3.1.2.14.1.5 Asset(s) summed milage

3.1.2.14.1.6 Alerts

3.1.2.14.1.7 Geofence locations(s)/violations

3.1.2.14.1.8 Ordering agency groups

3.1.2.14.1.9 Ordering agency hierarchy

3.1.2.14.1.10 VIN

3.1.2.14.1.11 Asset year

3.1.2.14.1.12 Asset manufacturer

3.1.2.14.1.13 Asset model

3.1.2.14.1.14 Asset fuel type

3.1.2.14.1.15 WVDOT defined regions

3.1.2.14.1.16 WVDOT assigned attributes

LB Technology acknowledges that the system must generate all required pre-built (“canned”) reports through the secure web application. All canned data will be accessible directly in the application, and each report will be fully scalable and filterable by the fields listed in the CRFQ.

FleetTrack supports reporting scalability by:

- Asset ID
- Operator name and operator ID
- Device type and serial number
- Odometer values
- Summed mileage
- Alerts
- Geofence locations and violations
- Agency groups
- Agency hierarchy
- VIN
- Asset year
- Asset manufacturer
- Asset model
- Fuel type
- WVDOT-defined regions
- WVDOT-assigned attributes



These filters allow WVDOT to tailor each report to the exact operational, regional, or compliance needs defined during implementation and throughout the life of the contract.

3.1.2.15 GPS Tracking System Equipment Reports

3.1.2.15.1 The GPS Tracking System Application shall provide an on-demand report of all assigned assets in use. The report at a minimum will include:

3.1.2.15.1.1 Asset Id

3.1.2.15.1.2 WVDOT Hierarchy

3.1.2.15.1.3 Current dash odometer reading

3.1.2.15.1.4 Asset operator name and ID number

3.1.2.15.1.5 Asset year

3.1.2.15.1.6 Asset model

3.1.2.15.1.7 GPS tracking system device serial number

3.1.2.15.1.8 VIN

3.1.2.15.1.9 Location latitude and longitude, nearest address where available and geofence information

LB Technology acknowledges that the system must provide an on-demand report showing all assigned assets currently in use. FleetTrack supports this requirement and can generate the report at any time with the following minimum data fields:

- Asset ID
- WVDOT hierarchy
- Current dash odometer reading

- Operator name and operator ID
- Asset year
- Asset model
- GPS device serial number
- VIN
- Location (latitude/longitude), nearest address when available, and any geofence information

This report is available instantly within the application and can be exported in multiple formats as needed.

3.1.2.16 GPS Tracking System Equipment Alert Reports

3.1.2.16.1 The GPS Tracking System Application shall provide at a minimum the ability to generate an alert report queried by Asset ID and date parameters. This report shall be available on demand or as a scheduled daily, weekly or monthly delivered report. Alerts may be sent via e-mail, SMS or MMS. Alert data will include, but not be limited to:

3.1.2.16.1.1 Identifying the type and time of alert, example MIL command on (as applicable)

3.1.2.16.1.2 Excessive idling

3.1.2.16.1.3 Speeding

3.1.2.16.1.4 Off network

3.1.2.16.1.5 Non-reporting unit

3.1.2.16.1.6 Device disconnected

3.1.2.16.1.7 Battery or supply voltage near lower threshold

3.1.2.16.1.8 Diagnostic trouble code

3.1.2.16.1.9 Geofence entrance or exit

3.1.2.16.1.10 Unidentified operator

LB Technology acknowledges that the system must provide an alert report that can be queried by Asset ID and date range, and that the report must be available on demand or as a scheduled daily, weekly, or monthly delivery. FleetTrack supports all of these delivery options and can send alerts via email or SMS.

LB Technology acknowledges that MMS (Multimedia Messaging Service) delivery can be supported; however, the specific MMS requirements, such as what content is included, which events trigger MMS messages, and which users should receive them, will need to be defined during the implementation SOW. This ensures the configuration aligns with WVDOT's communication needs and avoids unnecessary or unintended message volume.

The alert report will include, at a minimum:

- Alert type and timestamp (e.g., MIL command on)
- Excessive idling
- Speeding
- Off-network events
- Non-reporting units
- Device disconnects
- Low or declining battery/supply voltage
- Diagnostic trouble codes
- Geofence entry and exit
- Unidentified operator events

This ensures WVDOT receives clear, actionable visibility into asset and operator issues as they occur.

3.1.2.17 GPS Tracking System Automobile Log Report

3.1.2.17.1 The GPS Tracking System Application shall provide a report with the following data points for each trip in report form within any time period where the data is accessible. This report will be available on demand or as a scheduled daily, weekly or monthly delivered report:

3.1.2.17.1.1 Asset Id

3.1.2.17.1.2 Asset Operator name and ID number

3.1.2.17.1.3 WVDOT Hierarchy

3.1.2.17.1.4 Date and Time of travel

3.1.2.17.1.5 Begin trip dash odometer/dash hour meter

3.1.2.17.1.6 End trip dash odometer/dash hour meter

3.1.2.17.1.7 Trip mileage

3.1.2.17.1.8 Engine hours

3.1.2.17.1.9 Trip start location – latitude and longitude, nearest address where available and geofence information

3.1.2.17.1.10 Trip end location – latitude and longitude, nearest address where available and geofence information

3.1.2.17.1.11 Hyperlink to map for each location

3.1.2.17.1.12 Overnight storage location for date of trip(s)

LB Technology acknowledges that the system must generate a trip report containing the listed data points for any time period in which the data is available. This report can be produced on demand or scheduled for daily, weekly, or monthly delivery. FleetTrack supports all of the required fields, including:

- Asset ID
- Operator name and operator ID
- WVDOT hierarchy
- Date and time of travel
- Start and end dash odometer/hour meter readings
- Trip mileage
- Engine hours
- Trip start location (latitude/longitude, nearest address, and geofence information)
- Trip end location (latitude/longitude, nearest address, and geofence information)
- Overnight storage location for the date of each trip

We note that home/overnight storage locations will need to be provided by WVDOT during the SOW process so they can be accurately configured and tied to the reporting logic.

3.1.2.18 GPS Tracking System Usage Summary Report

3.1.2.18.1 The GPS Tracking System Application shall generate a total usage summary report within any time period where the data is accessible, for a little as a one-hour time period and up to a year, indicating actual number of assets used during the selected time period. This report will be available on demand or as a scheduled daily, weekly or monthly delivered report. This report will be summed by Asset ID. This report will be detailed to reflect the:

3.1.2.18.2 Asset ID

3.1.2.18.3 WVDOT Hierarchy

3.1.2.18.4 Days used

3.1.2.18.5 Begin dash odometer/dash hour meter value

3.1.2.18.6 End dash odometer/dash hour meter value

3.1.2.18.7 Milage and/or hours used

3.1.2.18.8 Overnight storage location

3.1.2.18.9 Start latitude and longitude

3.1.2.18.10 End latitude and longitude

3.1.2.18.11 Nearest address where available

3.1.2.18.12 Hyperlink to map for each location

3.1.2.18.13 Any geofences the asset stopped within

3.1.2.18.14 Fuel used for the time period

LB Technology acknowledges that the system must generate a total usage summary report for any selectable time period—ranging from as short as one hour to as long as a full year—based on the data available. This report can be produced on demand or scheduled for daily, weekly, or monthly delivery, and will be summarized by Asset ID as required.

FleetTrack supports all of these fields, including:

- Asset ID
- WVDOT hierarchy
- Days used
- Beginning dash odometer/hour-meter value
- Ending dash odometer/hour-meter value
- Total mileage and/or hours used
- Overnight storage location
- Start latitude/longitude
- End latitude/longitude
- Nearest address when available
- Any geofences where the asset stopped
- Fuel usage for the period (when the data is available from the asset)

This report will give WVDOT a clear, comprehensive summary of asset utilization across any chosen timeframe.

3.1.2.19 GPS Tracking System Activity Detail Report

3.1.2.19.1 This report shall show all of the asset activity data listed below, and be adjustable to any time range as for a little as a one-hour time period and up to a year. This report will be available on demand or as a scheduled daily, weekly or monthly delivered report. WVDOT shall have the rights to pull up to one (1) month of time, in one request. This will be ping by ping (or event by event) for the time period requested. Map route tracking log will be available at a minimum for one (1) month in the Application portal and a minimum of two (2) years in the Application database. The report will provide, for each ping/event:

3.1.2.19.2 Asset ID

3.1.2.19.3 Asset Operator name and ID number

3.1.2.19.4 WVDOT Hierarchy

3.1.2.19.5 Latitude and longitude for each ping

3.1.2.19.6 End latitude and longitude

3.1.2.19.7 Asset hierarchy information

3.1.2.19.8 Hyperlink to map for each location

3.1.2.19.9 Nearest address where available

3.1.2.19.10 Date and time of each ping

3.1.2.19.11 Directional heading

3.1.2.19.12 Average speed

3.1.2.19.13 Max Speed

3.1.2.19.14 Instantaneous Speed

3.1.2.19.15 Posted Speed

LB Technology acknowledges that the system must generate a detailed asset activity report covering any selectable time range, from as short as one hour up to a full year, based on available data. This report can be produced on demand or scheduled for daily, weekly, or monthly delivery.

We also understand that WVDOT must be able to pull up to one full month of data in a single request, with results displayed ping-by-ping (or event-by-event) for the entire timeframe. FleetTrack supports this level of granularity.

Route/Trip tracking logs will be available in the application portal for at least one month and stored in the database for a minimum of two (2) years.

For each ping/event, the report will include:

- Asset ID
- Operator name and operator ID
- WVDOT hierarchy
- Latitude and longitude for each ping
- Ending latitude and longitude
- Full asset hierarchy information
- Hyperlinks to map views for each location
- Nearest available address
- Date and time of each ping
- Directional heading
- Average speed
- Maximum speed
- Instantaneous speed
- Posted speed



This ensures WVDOT has complete visibility into asset movement, event history, and operational patterns across any required period.

3.1.2.20 GPS System Fleet Asset Management Report

3.1.2.20.1 The Fleet Asset Management Report will be provided on a monthly basis and include the following data for the previous month time period:

3.1.2.20.2 Days used

3.1.2.20.3 Ending dash odometer reading

3.1.2.20.4 Ending hour-meter value

3.1.2.20.5 Asset ID

3.1.2.20.6 Asset Operator ID

3.1.2.20.7 Year/Make/Model

3.1.2.20.8 VIN

LB Technology acknowledges that the Fleet Asset Management Report must be delivered monthly and include all required data for the previous month. FleetTrack can generate this report automatically and provide the following fields:

- Days used
- Ending dash odometer reading
- Ending hour-meter value
- Asset ID
- Operator ID

- Year/Make/Model
- VIN

3.1.2.21GPS Tracking System Speeding Violation Report

3.1.2.21.1 A Speeding Violation Report shall be provided on a weekly basis. This report will show the raw data and data in graph form. The report shall be available in .PDF and Excel. The Vendor shall provide a subject matter expert to stand behind their data in a court of law if required. If required by an agency to provide a subject matter expert in a court of law, the WVDOT shall pay for any costs and expenses incurred by the Vendor to satisfy the WVDOT's request. This report will include and be scalable by:

3.1.2.21.2 Asset ID

3.1.2.21.3 Asset Operator name and Id number

3.1.2.21.4 WVDOT hierarchy

3.1.2.21.5 Average speed

3.1.2.21.6 Minimum speed

3.1.2.21.7 Maximum speed

3.1.2.21.8 Duration of speed

3.1.2.21.9 Posted speed

3.1.2.21.10 Latitude and longitude

3.1.2.21.11 Hyperlink to map for each location

3.1.2.21.12 Nearest address where available

3.1.2.21.13 WVDOT defined hierarchy

LB Technology acknowledges that a weekly Speeding Violation Report is required and that it must include both raw data and graphical representations. FleetTrack supports generating this report in PDF and Excel formats, and it can be delivered on a weekly schedule or accessed on demand.

We also understand that WVDOT may require a subject matter expert to stand behind the accuracy and validity of the data in a court of law. LB Technology will provide this support when needed, with the understanding that WVDOT will cover the associated costs and expenses as specified.

The report will include and be fully scalable by the following fields:

- Asset ID
- Operator name and operator ID
- WVDOT hierarchy
- Average speed
- Minimum speed
- Maximum speed
- Duration of speeding event
- Posted speed
- Latitude and longitude
- Hyperlink to the mapped location
- Nearest address where available
- WVDOT-defined hierarchy

This ensures WVDOT has reliable, defensible, and actionable visibility into all speeding-related activity across the fleet.

3.1.2.22 GPS Tracking System Overnight Storage Report

3.1.2.22.1 The Overnight Storage Report shall be provided on a monthly basis and cover a one-month time period, but will also be available on demand and for any time period up to one (1) year of data. This report shall identify the overnight storage location for all assets and will include:

3.1.2.22.1.1 Asset ID

3.1.2.22.1.2 Asset Operator name and Id number

3.1.2.22.1.3 WVDOT hierarchy

3.1.2.22.1.4 Date

3.1.2.22.1.5 Time

3.1.2.22.1.6 Begin of day location latitude and longitude and nearest address where available

3.1.2.22.1.7 End of day location latitude and longitude and nearest address where available

3.1.2.22.1.8 Hyperlink to map for each location

3.1.2.22.1.9 Miles traveled

3.1.2.22.1.9 Engine hours for the day

LB Technology acknowledges that the Overnight Storage Report must be available monthly, as well as on demand for any timeframe up to one year of data. FleetTrack supports these requirements and can generate the report with all required data fields.

The report will include:

- Asset ID
- Operator name and operator ID
- WVDOT hierarchy
- Date
- Time
- Beginning-of-day location (latitude/longitude and nearest address when available)
- End-of-day location (latitude/longitude and nearest address when available)
- Miles traveled for the day
- Engine hours for the day

This report will provide WVDOT with clear visibility into where each vehicle is stored overnight and how it is used each day.

3.1.2.23 GPS Tracking System Key Fob “frequently operated button” Compliance Report (Asset Operator ID)

LB Technology acknowledges the need for a Key Fob “frequently operated button” Compliance Report tied to operator identification. FleetTrack can generate a report that shows how often and how consistently operators are using their assigned key fobs or ID mechanisms to properly identify themselves before operating an asset.

More detailed requirements, such as specific compliance thresholds, reporting format, and event triggers, can be defined during the SOW process to ensure the report aligns exactly with WVDOT’s expectations.

This report will give WVDOT clear visibility into operator compliance and help enforce proper identification procedures across the fleet.

3.1.2.24 The Key Fob Compliance Report shall be provided on a weekly basis, and on demand. The ordering agency will also have rights to pull this report for any time-period up to one (1) year. This report shall provide, per trip, if an asset operator was assigned for the trip. This report will show the raw data and the data in graph format acceptable to ordering agency.

LB Technology acknowledges that the Key Fob Compliance Report must be available weekly and on demand, with the ability for WVDOT to pull the report for any timeframe up to one year. FleetTrack can show, on a trip-by-trip basis, whether an operator was properly assigned through the key fob or ID mechanism.

The report will include both raw data and graphical summaries in a format acceptable to the ordering agency. Additional details, such as reporting thresholds, desired chart styles, compliance logic, and any required data fields, can be further defined during the SOW process to ensure the report meets WVDOT's exact expectations.

This report will give WVDOT clear insight into operator compliance and help enforce proper identification practices across the fleet.

3.1.2.25 Malfunction Indicator Lamp Report

3.1.2.25.1 The Malfunction Indicator Lamp (MIL) report shall be schedulable, on all applicable asset(s), and contain, at a minimum, the following data points:

3.1.2.25.2 VIN

3.1.2.25.3 Asset ID

3.1.2.25.4 WVDOT hierarchy

3.1.2.25.5 License Number

3.1.2.25.6 Year

3.1.2.25.7 Make

3.1.2.25.8 Model

3.1.2.25.9 Fuel Type

3.1.2.25.10 MIL status on/off

3.1.2.25.11 Active DTCs

3.1.2.25.12 Monitor status (complete/incomplete)

3.1.2.25.12.1 Catalyst

3.1.2.25.12.2 Fuel System

3.1.2.25.12.3 Oxygen Sensors

3.1.2.25.12.4 Oxygen Sensors Heater

3.1.2.25.12.5 Secondary Air System**3.1.2.25.12.6 Misfire****3.1.2.25.12.7 Comprehensive Component****3.1.2.25.12.8 Exhaust Gas Recirculation System****3.1.2.25.12.9 Evaporative System****3.1.2.25.12.10 Heated Catalyst**

LB Technology acknowledges that the Malfunction Indicator Lamp (MIL) report must be schedulable for all applicable assets and include the required data points listed in 3.1.2.25.2 through 3.1.2.25.12.10. FleetTrack supports generating this report and can provide the following information:

We note that some data elements are year-, make-, and model-dependent, as not all vehicles expose the same OBD-II or CAN bus monitor values. These variations will be accounted for during configuration and clearly documented.

3.1.2.25.13 The MIL Report shall have the following filters based on current BAR/CARB program requirements and regulations:**3.1.2.25.13.1 Pass****3.1.2.25.13.2 Fail****3.1.2.25.13.3 Ineligible – indicates asset not subject to BAR/CARB smog check****3.1.2.25.13.4 CTP indicates assets participating in the BAR/CTP program**

LB Technology acknowledges that the MIL Report must include filtering options aligned with current BAR/CARB program requirements. FleetTrack can support the following filters:

- **Pass**
- **Fail**
- **Ineligible** – for assets not subject to BAR/CARB smog checks
- **CTP** – for assets participating in the BAR/CTP program

We note that additional information from WVDOT will be needed to fully meet this requirement, specifically around regulatory applicability, asset classifications, and any State-specific compliance rules. These details can be fully defined and documented during the SOW process to ensure the report meets all required standards.

3.1.2.26 GPS Tracking System Custom Reporting Requirements

3.1.2.26.1 The Vendor shall work with the WVDOT to develop and satisfy the evolving reporting needs. Reports will be defined in future SOWs and shall be created as part of the Contract with no additional charges to ordering agency. Reports may be one-time reports, for a particular project or need, or regularly scheduled reports, delivered by e-mail when size allows, or available for download through the Application. All reports are scalable by the same parameters as the canned reports. All reports shall include the WVDOT's defined asset hierarchy. WVDOT agency defined asset operator hierarchy will also be included whenever a report requires asset operator information.

LB Technology acknowledges that WVDOT's reporting needs will evolve throughout the life of the contract. We will work closely with WVDOT to define these requirements in future SOWs, and any new reports, **provided they fall within the capabilities of our system**, will be developed at no additional cost to the ordering agency.

Reports may be one-time, project-specific, or recurring, and can be delivered by email when file sizes allow or downloaded directly through the application. All reports, whether canned or custom, will be scalable using the same parameters defined for the standard reports.

Each report will include WVDOT's defined asset hierarchy, and when operator information is required, the agency's operator hierarchy will also be incorporated. This ensures all new and future reports remain consistent, accurate, and aligned with WVDOT's operational structure.

3.1.2.27 GPS System Application Program Interface (PI)

3.1.2.27.1 The PI shall be capable of providing bidirectional, real-time information transfer between:

LB Technology acknowledges that the GPS System Application Programming Interface (API) must be capable of supporting real-time, bidirectional data exchange. Our platform is designed to transmit and receive data securely and efficiently between the GPS tracking system, WVDOT systems, and any approved third-party platforms.

3.1.2.27.2 The Application

Yes, we will work with WVDOT during the SOW process to define the specific data elements, frequency, and integration points required to ensure seamless two-way communication.

WVDOT Fleet Management Software

Yes, we will work with WVDOT during the SOW process to define the specific data elements, frequency, and integration points required to ensure seamless two-way communication.

3.1.2.27.3 ELD

Yes, we will work with WVDOT during the SOW process to define the specific data elements, frequency, and integration points required to ensure seamless two-way communication.

3.1.2.27.4 WVDOT Fuel Master System

Yes, we will work with WVDOT during the SOW process to define the specific data elements, frequency, and integration points required to ensure seamless two-way communication.

3.1.2.27.5 The GPS Tracking System PI will provide one directional, real-time information to the Equipment Division Fleet Coordinator and WVDOT ESRI software. The Application information transfer shall be seamless, undetectable to log in users, and shall not require portal exit log out to execute. Information must be accessible to authorized fleet managers. All interface requirements will be further defined in future SOWs.

LB Technology acknowledges that the GPS Tracking System API must provide one-directional, real-time information to both the Equipment Division Fleet Coordinator and WVDOT's ESRI environment. The data transfer will be seamless and invisible to end users, with no need to exit or log out of the portal to execute the interface. Authorized fleet managers will have direct access to the information as required.

All detailed interface requirements, including data elements, mapping logic, update frequency, and security parameters, will be fully defined in future SOWs to ensure proper alignment with WVDOT's operational needs and ESRI integration standards.

3.1.2.27.6 The GPS tracking system required data elements shall be collected and an ability provided to integrate those data elements via free PIs into third-party application for reporting. Third-party application could include fleet asset management software, such as AssetWorks.

LB Technology acknowledges that all required data elements collected by the GPS tracking system must be available for integration into third-party applications through free APIs. FleetTrack supports this capability and can securely transmit the necessary data to external systems such as AssetWorks or other fleet management platforms used by WVDOT.

The specific data fields and integration requirements will be defined during the SOW process to ensure compatibility with each third-party system.

3.1.2.27.7 The GPS Tracking System shall push available industry standard diagnostic information to the fleet management software, as required by the WVDOT.

LB Technology acknowledges that the system must be able to push industry-standard diagnostic information to WVDOT's fleet management software through the API. FleetTrack supports transmitting available diagnostic data, including DTCs, MIL status, engine metrics, and other standard telematics parameters, whenever required by WVDOT.

The exact diagnostic fields and mapping requirements will be finalized during the SOW process to ensure proper alignment with the State's fleet management systems.

3.1.2.27.8 The GPS Tracking System PI shall push dash odometer, dash hour-meter, engine hour usage, days of use, overnight storage location, and other usage information to be determined, as needed to the WVDOT fleet management software.

LB Technology acknowledges that the API must push key usage data, including dash odometer, dash hour-meter, engine hours, days of use, overnight storage location, and other usage metrics to WVDOT's fleet management software. FleetTrack supports this capability and can transmit these values in real time or at scheduled intervals, depending on WVDOT's preference.

Any additional usage fields or integration requirements will be defined during the SOW process to ensure complete alignment with WVDOT's operational and reporting needs.

3.1.2.27.9 The GPS Tracking System PI shall pull asset information, such as hierarchy, year, make, model, VIN, license plate and other asset identifying information, as needed from the fleet management software.

LB Technology acknowledges that the API must be able to pull asset information, including hierarchy, year, make, model, VIN, license plate, and any other identifying fields from WVDOT's fleet management software. FleetTrack supports ingesting this type of asset data so the system remains synchronized with WVDOT's authoritative records.

The specific fields to be pulled, the update frequency, and the mapping requirements will be defined during the SOW process to ensure the integration is accurate, reliable, and aligned with WVDOT's operational structure.

3.1.2.27.10 Further GPS Tracking System data definitions, data mapping specifications, and Representational State Transfer Architecture (RESTful) services will be developed during SOW for system implementation.

LB Technology acknowledges that additional GPS Tracking System data definitions, data mapping specifications, and RESTful service requirements will be developed during the SOW process for system implementation. We will work with WVDOT to define these items in detail so the integration and data flow meet the State's operational and technical needs.

3.1.2.27.11 The GPS Tracking System roadmap shall be developed during the SOW for the implementation and agreed upon by the Vendor and WVDOT. The Roadmap shall include potential changes in WVDOT needs, fleet management software or need for other changes to the data definitions or RESTful services. The Vendor will be required to work with WVDOT to obtain a successful resolution to any changing needs.

LB Technology acknowledges that the GPS Tracking System roadmap will be developed during the SOW for implementation and agreed upon by both parties. The roadmap will account for potential changes in WVDOT needs, changes in fleet management software, and any future adjustments to data definitions or RESTful services. LB Technology will work closely with WVDOT to address and resolve any evolving requirements to ensure the system continues to meet operational goals.

3.1.2.27.12 The GPS Tracking System security and privacy of the PI will meet or exceed the security and privacy requirements of the Application.

LB Technology acknowledges that the security and privacy of the API must meet or exceed the security and privacy standards of the application itself. FleetTrack is designed with consistent security controls across both the application and the API to ensure that all data transmissions, access points, and integration mechanisms remain secure and compliant with WVDOT requirements.

3.1.2.27.13 The GPS Tracking System terms of service and service level for the PI will be established by a collaborative team comprised of the Vendor and WVDOT and information technology groups and shall be detailed during the SOW for system implementation. The Vendor shall obtain WVDOT and Information Technology written approval prior to commencement.

LB Technology acknowledges that the terms of service and service levels for the API will be established collaboratively between LB Technology, WVDOT, and the appropriate information technology groups. These details will be fully defined during the SOW for system implementation. LB Technology will obtain written approval from WVDOT and the IT team before any API-related work or integration begins.

3.1.2.27.14 Any licensing (interface, data, code) and any policies will be provided in writing by the Vendor. The Vendor must obtain WVDOT and IT written approval prior to making commitments.

LB Technology acknowledges that any licensing requirements, including interface, data, or code, as well as any related policies, will be provided to WVDOT in writing. LB Technology will obtain written approval from both WVDOT and the IT team before making any commitments to ensure alignment and compliance with all state requirements.

3.1.2.27.15 The GPS Tracking System Vendor shall maintain a Changelog, in writing, to be provided to WVDOT. The Changelog will include records of requests for changes from ordering agency, new version released information, changes between versions, bugs found, bug solutions, patch data, project phases, and other changes as decided by ordering agency. The Changelog will include a minimum date of change, date of ordering agency notification, bugs or errors arising from changes, and other information as needed by the WVDOT Vendor Technical Lead.

LB Technology acknowledges that a written Changelog must be maintained and provided to WVDOT. The Changelog will document requests for changes from the ordering agency, information on new version releases, changes made between versions, bugs identified, bug resolutions, patch information, project phases, and any additional items requested by the ordering agency. The Changelog will include, at a minimum, the date of each change, the date WVDOT was notified, any bugs or errors that resulted from the change, and any other information required by the WVDOT Vendor Technical Lead.

3.1.2.27.16 The GPS Tracking System PI shall be available twenty-four (24) hours a day, seven (7) days a week, including all holidays, unless notification is given twenty-four (24) hours in advance, for updates or upgrades to the PI. The updates or upgrades to PI should be completed after regular business hours of 6 AM to 5 PM Eastern Standard time. The State does not expect 100% uptime, but the level of service provided with this contract will include a twenty-four (24)-hour notice for scheduled maintenance. Maintenance should be scheduled outside normal business hours. Unanticipated downtime must be addressed within one (1) hour.

LB Technology acknowledges that the API must be available 24 hours a day, seven days a week, including holidays, except when WVDOT is given at least a 24-hour notice for scheduled updates or upgrades. All planned updates for the API will be performed outside of regular business hours of 6 AM to 5 PM Eastern Standard Time.

We understand that the State does not require 100% uptime. However, we will provide the required advance notice for scheduled maintenance, and any unanticipated downtime will be addressed within one hour to ensure minimal disruption to WVDOT operations.

3.1.2.27.17 The GPS Tracking System vendor shall be required to provide end user and administrative training for WVDOT for use of the PI. The vendor shall be required to provide detailed training documentation that will be used in train the trainer scenario. The vendor shall include an hourly rate for both onsite and virtual training. Pricing shall be included on Pricing Page, Exhibit A. 24ng needs will be defined in a future SOW.

LB Technology acknowledges that end user and administrative training for the API will be required. We will provide detailed training materials that support a train-the-trainer approach and ensure WVDOT personnel can confidently manage and use the API.

LB Technology will include hourly rates for both onsite and virtual training on the Pricing Page, Exhibit A. Specific training needs, topics, and delivery methods will be defined in a future SOW to ensure the content aligns with WVDOT's operational and technical requirements.

3.1.2.27.18 The Vendor shall provide support for the GPS Tracking System PI at no additional cost to the ordering agencies, as any other service in the contract. Technical and Application support shall be included on the Pricing Page, Exhibit A.

LB Technology acknowledges that support for the GPS Tracking System API must be provided at no additional cost to the ordering agencies, consistent with the other services included in the contract. Technical and application support rates will be included on the *Exhibit A - Pricing Page* as required.

3.1.2.27.19 The Vendor shall patch operating software for vulnerability, at a minimum, every thirty (30) calendar days.

LB Technology acknowledges that operating software must be patched for vulnerabilities at least every 30 calendar days. We follow a regular security patching schedule that meets this requirement and ensures the system remains protected and up to date.

3.1.2.27.20 The Vendor shall be required to complete a cloud SaaS addendum as required by the State of West Virginia. This addendum shall be signed upon contract award. A copy of the addendum is located in Exhibit C.

LB Technology acknowledges that completion of the State of West Virginia's cloud SaaS addendum is required. We will review and sign the addendum upon contract award as outlined, and we recognize that the template is provided in Exhibit C.

3.1.2.28 GPS Tracking System Security

3.1.2.28.1 The GPS Tracking System minimum standards for security are listed below:

3.1.2.28.1.1 The Vendor shall have a written risk management process for data loss and data breach of servers, web application, PI, devices, or asset through devices. This will be provided to WVDOT in the SOW for the implementation.

LB Technology acknowledges that a written risk management process addressing data loss and data breaches related to servers, the web application, the API, devices, or any asset-connected device is required. We will provide this documentation to WVDOT as part of the implementation SOW, outlining our controls, response procedures, and mitigation strategies to ensure data protection and system integrity.

3.1.2.28.1.2 The GPS Tracking System Data Warehouse security processes, firewalls, and communication encryption shall be provided in writing in the SOW that will be developed for implementation.

LB Technology acknowledges that detailed information on the data warehouse security processes, firewalls, and communication encryption must be provided in writing. We will include this information in the SOW developed for implementation, so WVDOT has full visibility into the protections in place for data storage and transmission.

3.1.2.28.1.3 The Vendor will be required to comply with Advanced Encryption Standard 256 (AES 256) or greater for data transmissions, including ordering agency-to-server, server-to-server communication, as well as any data transfer between core systems and third-party systems wired or wireless. Unencrypted communication is permissible within a protected authorized boundary, for example, internal server-to-server communications within a protected Amazon Web Services (AWS) Virtual Private Cloud (VPC).

LB Technology acknowledges that all data transmissions must comply with AES 256 encryption or greater, including communications between the ordering agency and the server, server-to-server exchanges, and any data transfers between core systems and third-party systems, whether wired or wireless. We also understand that unencrypted communication is permitted only within a protected and authorized boundary, such as internal server-to-server traffic inside our existing secure AWS Virtual Private Cloud environment. FleetTrack is designed to meet these requirements and will be configured accordingly for WVDOT.

3.1.2.28.1.4 The vendor will be required to adhere to the West Virginia Office of Technology Policies & Procedures (<https://technology.wv.gov/policy-governance/ot-policies>)

LB Technology acknowledges that we will be required to comply with all West Virginia Office of Technology policies and procedures as outlined at

<https://technology.wv.gov/policy-governance/ot-policies>. We will review these policies in detail and ensure full adherence throughout implementation and ongoing system operations.

3.1.2.28.1.5 The Vendor shall ensure that the physical data centers only allow access to authorized personnel.

LB Technology acknowledges that physical data centers must restrict access to authorized personnel only. Our hosting environments enforce strict access controls, monitoring, and security protocols to ensure that only approved individuals can enter or interact with the physical infrastructure supporting the GPS Tracking System.

3.1.2.28.1.6 The Vendor shall ensure physical data centers have back up power capable of sustaining data center power needs with the ability to, at a minimum, permit restoration of data collection and user monitoring services within twenty-four hours after power failure.

LB Technology acknowledges that the physical data centers supporting the GPS Tracking System must maintain backup power capable of sustaining all data center operations and restoring data collection and user monitoring services within 24 hours after a power failure. Our system is hosted in Amazon Web Services environments, which provide redundant power systems, failover capabilities, and industry-standard resilience to ensure continuity of operations for WVDOT.

3.1.2.28.1.7 The GPS Tracking System Application shall employ Secure File Transfer Protocol and Secure Hypertext Transfer Protocol.

LB Technology acknowledges that the application must employ Secure File Transfer Protocol and Secure Hypertext Transfer Protocol. FleetTrack uses secure transmission methods such as SFTP and HTTPS to ensure that all file transfers and application communication remain encrypted and protected in accordance with WVDOT requirements.

3.1.2.28.1.8 The vendor shall audit its own security policies and procedures at least yearly and update/upgrade as technology advances. The vendor shall provide a copy of the annual audit at no cost. The data contained in the annual report will be certified by the Vendor for accuracy.

LB Technology acknowledges that we must audit our own security policies and procedures at least once per year and update them as technology and best practices evolve. We will provide WVDOT with a copy of the annual security audit at no cost, and the information contained in the report will be certified by LB Technology for accuracy.

3.1.2.28.1.9 The vendor will ensure all data will be backed up daily. All data backups will be restored and tested annually to ensure that the backups' data integrity is preserved. The vendor must coordinate with the agency the test validation and provide the results of the validated restore.

LB Technology acknowledges that all data must be backed up daily and that full backup restorations must be tested annually to confirm data integrity. We will coordinate the annual validation test with WVDOT and provide the results of the restored backup to the agency to ensure transparency and compliance with the State's requirements.

3.1.2.28.1.10 The GPS System asset data shall be securely encrypted during transmission from the embedded or aftermarket device and transmitted via cellular and satellite network, or combination of data transmission services to the Vendor's owned data warehouse. The vendor shall provide data in the event WVDOT decides to provide cloud storage in a State operated environment.

LB Technology acknowledges that asset data must be securely encrypted during transmission from embedded or aftermarket devices, whether sent over cellular, satellite, or a combination of networks, before reaching the vendor's data warehouse. FleetTrack already supports encrypted transmission across all supported network types.

If WVDOT decides to host the data in a State-operated cloud environment, LB Technology will provide the data in the required format and support the transition to ensure continuity and compliance with the State's storage policies.

3.1.3 Training

3.1.3.1 Manufacturers and/or dealers will be required to stage a thorough seminar about Preventative Maintenance, Operator, and Mechanic Training. To keep operators and mechanics updated, the successful vendor shall conduct training sessions covering the operation, maintenance, troubleshooting with each purchase order against this open-ended contract.

LB Technology acknowledges that manufacturers and dealers must provide thorough training on preventative maintenance, operator use, and mechanic-level troubleshooting. To keep operators and mechanics current, LB Technology will conduct training sessions under this open-ended contract. These sessions will cover system operation, maintenance best practices, and troubleshooting procedures so that WVDOT personnel remain fully equipped to support the equipment throughout its lifecycle.

Manufacturers and/or dealers shall be required to furnish the Training Academy with one (1) Operator's Manual to be shipped directly to:

WVDOT Training Academy

P.O. Box 610

Buckhannon, West Virginia 26201

LB Technology acknowledges that manufacturers and dealers will be required to furnish the Training Academy with one Operator's Manual, to be shipped directly to the address specified by WVDOT. We will ensure the manual is provided promptly and in the format required by the State

Prior to delivery of the pilot unit. Training seminar to be held at the WVDOT, Equipment Division, Buckhannon, WV 26201.

LB Technology acknowledges that a training seminar must be conducted at the WVDOT Equipment Division in Buckhannon, West Virginia, prior to delivery of the pilot unit. We will coordinate with WVDOT to schedule and deliver this session so that personnel are fully prepared before the pilot equipment arrives.

3.1.4 Warranty and Service Policy:

3.1.4.1 The bid shall include a breakdown of the complete manufacturers warranty per section. The unit must be accompanied upon delivery with a (2) two-year or better warranty and service policy. The warranty claim should be filed by a WVDOT employee by contacting the warranty provider by calling or placing it online.

LB Technology acknowledges that the bid must include a full breakdown of the manufacturer's warranty as required. We will provide a detailed warranty summary for each applicable section. All units delivered will include a two-year or better warranty and service policy.

WVDOT personnel will be able to file warranty claims directly with LB Technology, either by phone or through an online/email submission process, ensuring a simple and efficient claim workflow.

3.1.5 Customer Support/Software Support

Vendor shall provide support that meets or exceeds the following features:

3.1.5.1 Customer and Software Support utilizing a primary support phone number, ticket portal, primary support email address

LB Technology acknowledges that customer and software support must be accessible through a primary support phone number, a ticketing portal, and a primary support email address. We will

provide all three (3) support channels to ensure WVDOT personnel can reach us quickly and reliably whenever assistance is needed.

3.1.5.2 Include (24/7) telephone call support, chat support and email support, both with a maximum vendor response time of (1) hour.

LB Technology acknowledges that support must include 24/7 telephone support, chat support, and email support, all with a maximum one-hour response time from the vendor. We will provide these support channels to ensure WVDOT receives timely assistance at any time, including nights, weekends, and holidays.

3.1.5.3 Include remote troubleshooting where a technician can remotely connect to the software to diagnose and fix the issue without needing to be on-site.

LB Technology acknowledges that remote troubleshooting must be supported. Our technicians can remotely connect to the application and or device to diagnose and resolve issues without needing to be on-site, allowing for faster resolution and minimal disruption to WVDOT operations.

3.1.5.4 Provides a work around solution before a bug or glitch has been addressed.

LB Technology acknowledges that when a bug or glitch is identified, we must provide an immediate workaround solution while the permanent fix is being developed. Our support team will supply clear guidance to keep WVDOT operating without interruption until the underlying issue is fully resolved.

3.1.5.5 Shall include access to a securely protected customer portal or an equivalent that provides account management, integrated chat, file sharing and security, ticket tracking system, or better.

LB Technology acknowledges that the system must include access to a securely protected customer portal or an equivalent solution. This portal will provide account management, integrated chat, secure file sharing, a ticket tracking system, and other tools needed to support WVDOT's operations and communication with the vendor.

3.1.5.6 The vendor must be available "On Call" basis in case of emergencies after normal business hours. Vendor must provide emergency services in the event of a system failure or any emergency. The Agency is a 24 hour per day/7 day a week operation; as a result, the system is always operational. The Vendor will be authorized to bill for emergency services based on the hourly rate in Exhibit A Pricing Page. Any work performed on an emergency basis must be approved and coordinated by Agency personnel.

LB Technology acknowledges that emergency "on-call" availability is required outside normal business hours. Because WVDOT operates 24 hours a day, seven days a week, we understand that the system must always be operational, and we will provide emergency services in the event of a system failure or other critical issue.

Emergency work may be billed at the hourly rate listed in *Exhibit A – Pricing Page*, and any such work will be performed only with prior approval and coordination from authorized WVDOT personnel.

3.1.5.7 Vendor must be capable of providing an onsite resource within twenty four (24) hours of request for onsite assistance. This is necessary in emergency situations due to the critical nature of our Agency.

LB Technology acknowledges that an on-site resource must be available within 24 hours of a request for on-site assistance. We understand the critical nature of WVDOT's operations and will ensure that qualified personnel can be dispatched promptly when an emergency situation requires in-person support.

4 Contract Award:

4.1 Contract Award: The Contract is intended to provide Agencies with a purchase price on all Contract Items. The Contract shall be awarded to the Vendor that provides the Contract Items meeting the required specifications for the lowest overall total cost as shown on the Pricing Pages.

LB Technology acknowledges that the contract will be awarded to the vendor who meets all required specifications and provides the lowest overall total cost as reflected on the Pricing Pages. We understand that compliance with the technical requirements, clarity of pricing, and overall value will determine the award, and we will structure our response accordingly.

4.2 Pricing Pages: Vendor should complete the Pricing Pages (Exhibit A) Vendor should take estimated Quantity and multiply by unit priced to get grand total.

LB Technology acknowledges the requirement to complete the Pricing Pages in Exhibit A. We will multiply the estimated quantities by the proposed unit prices to provide the required grand totals, ensuring all pricing is clear, accurate, and easy for WVDOT to evaluate.

The Pricing Pages contain a list of the Contract Items and estimated purchase volume. The estimated purchase volume for each item represents the approximate volume of anticipated purchases only. No future use of the Contract or any individual item is guaranteed or implied.

LB Technology acknowledges that the estimated purchase volumes listed on the Pricing Pages are approximate and intended only to represent anticipated usage. We understand that no future purchase volume, contract usage, or quantity of any individual item is guaranteed or implied. Our pricing will reflect this understanding while meeting the State's requirements.

Vendor should electronically enter the information into the Pricing Pages through wvOASIS, if available, or as an electronic document. In most cases, the Vendor can request an electronic

copy of the Pricing Pages for bid purposes by sending an email request to the following address: John.W.Estep@wv.gov.

LB Technology acknowledges that pricing information should be entered electronically into the Pricing Pages through wvOASIS when available, or provided as an electronic document if necessary. If an electronic copy of the Pricing Pages is required for bid preparation, LB Technology will request it by emailing John.W.Estep@wv.gov, in accordance with the State's instructions.

5 Ordering and Payment:

- 5.1 Ordering: Vendor shall accept orders through wvOASIS, regular mail, facsimile, e-mail, or any other written form of communication. Vendor may, but is not required to, accept on-line orders through a secure internet ordering portal/website. If Vendor has the ability to accept on-line orders, it should include in its response a brief description of how Agencies may utilize the on-line ordering system. Vendor shall ensure that its on-line ordering system is properly secured prior to processing Agency orders on-line.**

LB Technology acknowledges that orders may be placed through wvOASIS, regular mail, fax, email, or any other written form of communication. While we are capable of accepting online orders through a secure portal, our preferred method is email and phone ordering. This allows our dedicated account manager to review each request directly with WVDOT to ensure all requirements are fully understood and properly captured before processing the order.

If online ordering is utilized, LB Technology will ensure that the system is securely configured prior to accepting any agency orders.

- 5.2 Payment: Vendor shall accept payment in accordance with the payment procedures of the State of West Virginia.**

LB Technology acknowledges that payment will be made in accordance with the State of West Virginia's standard payment procedures. We will comply with all applicable state invoicing and payment requirements for the duration of the contract.

6 Delivery and Return:

- 6.1 Delivery Time: A completed pilot model for inspection must be provided within (5) five working day(s) after receipt of the pilot model order, by the successful vendor. Vendor shall deliver standard orders within (15) fifteen calendar days after orders are received. Vendor may ship orders without completion but will not receive payment for devices until minimum quantity has been received.**

LB Technology acknowledges the delivery requirements outlined in the CRFQ. We understand that a completed pilot model must be provided within five working days after receipt of the pilot order

for inspection. Standard orders will be delivered within fifteen calendar days after the order is received.

We also understand that partial shipments are allowed, but payment will not be issued until the minimum required quantity has been delivered. LB Technology will manage production and logistics accordingly to ensure timely delivery and full compliance with these expectations.

6.2 Late Delivery: The Agency placing the order under this Contract must be notified in writing if orders will be delayed for any reason. Any delay in delivery that could cause harm to an Agency will be grounds for cancellation of the delayed order, and/or obtaining the items ordered from a third party.

Any Agency seeking to obtain items from a third party under this provision must first obtain approval of the Purchasing Division.

LB Technology acknowledges that the ordering agency must be notified in writing if any delivery is delayed for any reason. We understand that delays that could negatively impact an agency may result in cancellation of the delayed order and, if approved by the Purchasing Division, procurement of the items from a third party.

LB Technology will proactively communicate any potential delays and work closely with WVDOT to prevent disruptions and ensure the timely fulfillment of all orders.

6.3 Delivery Payment/Risk of Loss: Standard order delivery shall be F.O.B. destination to the Agency's location. Vendor shall include the cost of standard order delivery charges in its bid pricing/discount and is not permitted to charge the Agency separately for such delivery. The Agency will pay delivery charges on all emergency orders provided that Vendor invoices those delivery costs as a separate charge with the original freight bill attached to the invoice.

LB Technology will comply with the requirement that all standard order deliveries be F.O.B. destination to the Agency location. All delivery costs for standard orders will be fully included in our bid pricing and will never be invoiced separately.

For emergency orders, LB Technology will invoice delivery charges only when applicable and only when accompanied by the original freight bill, as required. We will ensure all delivery documentation is accurate, transparent, and attached to the corresponding invoice.

6.4 Return of Unacceptable Items: If the Agency deems the Contract Items to be unacceptable, the Contract Items shall be returned to Vendor at Vendor's expense and with no restocking charge. Vendor shall either make arrangements for the return within five (5) days of being notified that items are unacceptable, or permit the Agency to arrange for the return and reimburse Agency for delivery expenses. If the original packaging cannot be utilized for the return, Vendor will supply the Agency with appropriate return packaging upon request. All returns of unacceptable items shall be F.O.B. the Agency's location. The returned product shall either be replaced, or the Agency shall receive a full credit or refund for the purchase price, at the Agency's discretion.

LB Technology will fully comply with the State's requirements for the return of any items deemed unacceptable. If the Agency identifies a product issue, we will arrange return shipment at our expense within five days of notification, or we will reimburse the Agency for any return shipping it coordinates. There will be no restocking fees, and if replacement packaging is needed, we will provide it promptly.

All returns will be handled F.O.B. the Agency's location. Upon receipt of the returned items, LB Technology will either replace the product or issue a full credit or refund, based on the Agency's preference.

6.5 Return Due to Agency Error: Items ordered in error by the Agency will be returned for credit within 30 days of receipt, F.O.B. Vendor's location. Vendor shall not charge a restocking fee if returned products are in a resalable condition. Items shall be deemed to be in a resalable condition if they are unused and in the original packaging. Any restocking fee for items not in a resalable condition shall be the lower of the Vendor's customary restocking fee or 5% of the total invoiced value of the returned items.

LB Technology will accept returns resulting from Agency ordering errors for credit within 30 days of receipt, F.O.B. our location. If the items are unused and remain in their original packaging, we will not charge any restocking fee.

If products are not in a resalable condition, any applicable restocking fee will be limited to the lower of our standard restocking fee or 5% of the invoiced value of the returned items.

6.6 Condition of Unit(s) Upon Delivery: All units must arrive at the prescribed delivery point having been completely pre-serviced with oil, lubricants, and coolant. All prescribed precautions pertaining to first operations and break in of the unit are to be posted conspicuously on the unit for ready observance by the operator.

All units delivered by LB Technology will arrive fully pre-serviced (programmed and activated) and ready for operation.

6.7 Delivery Point: Delivery point of the completed Device Unit should be delivered to:**WVDOH Equipment Division,****Attention: JD Haller****RT. 33 and Brushy Fork Road,****Buckhannon, WV 26201**

LB Technology confirms the delivery point for the completed device unit is:

WVDOH Equipment Division

Attention: JD Haller

RT. 33 and Brushy Fork Road,

Buckhannon, WV 26201

6.7.1 Delivery point of software should be delivered to:**WVDOH – Information Technology****Attention: Gabby Selbe, gabby.selbe@wv.gov ,****1900 Kanawha Blvd East, Building 5, Room 729****Charleston WV, 25305**

Software delivery and related access credentials will be provided to:

WVDOH Information Technology

Attention, Gabby Selbe, gabby.selbe@wv.gov

1900 Kanawha Blvd East, Building 5, Room 729

Charleston WV 25305

LB Technology will coordinate directly with both groups to confirm receipt, validate access, and ensure a smooth onboarding process.

7 Vendor Default:

7.1 The following shall be considered a vendor default under this Contract.

7.1.5 Failure to provide Contract Items in accordance with the requirements contained herein.

7.1.6 Failure to comply with other specifications and requirements contained herein.

7.1.7 Failure to comply with any laws, rules, and ordinances applicable to the Contract Services provided under this Contract.

7.1.8 Failure to remedy deficient performance upon request.

The following items are defined as vendor defaults under this Contract, and LB Technology acknowledges and accepts these requirements:

- Failure to provide Contract Items in accordance with the specifications
- Failure to comply with the requirements contained in the Contract
- Failure to comply with all applicable laws, rules, and ordinances
- Failure to remedy deficient performance upon request

LB Technology will always work to cure any performance issue promptly. However, it is important to note that one (1) condition exists that is completely dependent on WVDOT personnel and resources and may limit our ability to cure an issue in a timely manner: **the asset's power supply to the device.**

There are several real-world situations beyond our control that can prevent a device from operating or communicating properly, including:

- A dead vehicle or asset battery
- A battery that has been intentionally or unintentionally disconnected
- Vehicles or assets parked or taken out of service for extended periods, resulting in battery depletion
- Vehicles in repair shops where the battery has been removed or disconnected
- Accidents or impacts that interrupt power supply

In these scenarios, the device cannot report, recharge, or transmit data until power is restored. Once power is restored by WVDOT personnel, LB Technology can immediately resume diagnosis, support, and corrective action.

7.2 The following remedies shall be available to Agency upon default.

7.2.5 Immediate cancellation of the Contract.

7.2.6 Immediate cancellation of one or more release orders issued under this Contract.

7.2.7 Any other remedies available in law or equity.

LB Technology acknowledges and accepts the remedies available to the Agency in the event of a vendor default. The Agency reserves the right to take any of the following actions:

- Immediate cancellation of the Contract
- Immediate cancellation of one (1) or more release orders issued under the Contract
- Any additional remedies available under applicable law or equity

We understand these remedies are standard and are designed to protect the Agency's operational continuity. LB Technology remains committed to meeting all contractual requirements and resolving any issues promptly and cooperatively to avoid the need for such actions.

8 Miscellaneous:

8.1 No Substitutions: Vendor shall supply only Contract Items submitted in response to the Solicitation unless a contract modification is approved in accordance with the provisions contained in this Contract.

LB Technology understands and fully agrees to the no substitutions requirement. We will supply only the Contract Items presented in our submitted response and will not change, replace, or alter any item unless a formal contract modification is requested by WVDOT and approved in accordance with the Contract provisions.

If WVDOT later identifies a need for an alternative product, upgraded component, or enhanced configuration, LB Technology will only proceed with those changes through the proper contract modification process to ensure transparency, compliance, and alignment with Agency expectations.

8.2 Vendor Supply: Vendor must carry sufficient inventory of the Contract Items being offered to fulfill its obligations under this Contract. By signing its bid, Vendor certifies that it can supply the Contract Items contained in its bid response.

LB Technology acknowledges the vendor supply requirement. By submitting our bid, we are confirming that we maintain and can access enough inventory to reliably support the contract. We actively monitor inventory levels and manufacturer lead times, and we work directly with our hardware partners to secure allocation commitments in advance. This approach allows us to fulfill

WVDOT orders without disruption and ensures that the contract items listed in our response can be supplied as required.

8.3 Reports: Vendor shall provide quarterly reports and annual summaries to the Agency showing the Agency’s items purchased, quantities of items purchased, and total dollar value of the items purchased. Vendor shall also provide reports, upon request, showing the items purchased during the term of this Contract, the quantity purchased for each of those items, and the total value of purchases for each of those items. Failure to supply such reports may be grounds for cancellation of this Contract.

LB Technology will provide the required quarterly reports and annual summaries that outline the items purchased by the Agency, the quantities ordered, and the total dollar value. We will also generate additional reports upon request showing purchase history for the full contract term, including itemized quantities and associated spend. These reports will be delivered in a clear and easy-to-read format. We understand that the timely delivery of these reports is a contract requirement, and failure to do so could jeopardize the agreement, so we will ensure they are produced accurately and on schedule.

8.4 Contract Manager: During its performance of this Contract, Vendor must designate and maintain a primary contract manager responsible for overseeing Vendor’s responsibilities under this Contract. The Contract manager must be available during normal business hours to address any customer service or other issues related to this Contract. Vendor should list its Contract manager and his or her contact information below.

LB Technology confirms that we have designated and provided contact information for a contract manager; we have also provided details for a secondary contract manager in the following tables.

Primary Contract Manager	
Contract Manager:	Jason M Gafa
Telephone Number:	901-480-8840
Fax Number:	N/A
Email Address:	jgafa@lbtechnology.com

Backup Contract Manager	
Contract Manager:	Chandler Meloni
Telephone Number:	901-480-8824
Fax Number:	N/A
Email Address:	cmeloni@lbtechnology.com

Exhibit A - Pricing Page



Exhibit A - Pricing Page

LB Technology confirms that we have completed the revised *Exhibit A - Pricing Page* and included it with our submission.

General Terms and Conditions



General Terms and Conditions

LB Technology confirms that we have reviewed and understand the General Terms and Conditions.

Instructions to Vendors Submitting Bids



Instructions to Vendors Submitting Bids

LB Technology confirms that we have reviewed and understand the Instruction to Vendors Submitting Bids.

Forms and Attachments



GENERAL TERMS AND CONDITIONS:

1. CONTRACTUAL AGREEMENT: Issuance of an Award Document signed by the Purchasing Division Director, or his designee, and approved as to form by the Attorney General's office constitutes acceptance by the State of this Contract made by and between the State of West Virginia and the Vendor. Vendor's signature on its bid, or on the Contract if the Contract is not the result of a bid solicitation, signifies Vendor's agreement to be bound by and accept the terms and conditions contained in this Contract.

2. DEFINITIONS: As used in this Solicitation/Contract, the following terms shall have the meanings attributed to them below. Additional definitions may be found in the specifications included with this Solicitation/Contract.

2.1. "Agency" or "Agencies" means the agency, board, commission, or other entity of the State of West Virginia that is identified on the first page of the Solicitation or any other public entity seeking to procure goods or services under this Contract.

2.2. "Bid" or "Proposal" means the vendors submitted response to this solicitation.

2.3. "Contract" means the binding agreement that is entered into between the State and the Vendor to provide the goods or services requested in the Solicitation.

2.4. "Director" means the Director of the West Virginia Department of Administration, Purchasing Division.

2.5. "Purchasing Division" means the West Virginia Department of Administration, Purchasing Division.

2.6. "Award Document" means the document signed by the Agency and the Purchasing Division, and approved as to form by the Attorney General, that identifies the Vendor as the contract holder.

2.7. "Solicitation" means the official notice of an opportunity to supply the State with goods or services that is published by the Purchasing Division.

2.8. "State" means the State of West Virginia and/or any of its agencies, commissions, boards, etc. as context requires.

2.9. "Vendor" or "Vendors" means any entity submitting a bid in response to the Solicitation, the entity that has been selected as the lowest responsible bidder, or the entity that has been awarded the Contract as context requires.

3. CONTRACT TERM; RENEWAL; EXTENSION: The term of this Contract shall be determined in accordance with the category that has been identified as applicable to this Contract below:

Term Contract

Initial Contract Term: The Initial Contract Term will be for a period of (1) one year. The Initial Contract Term becomes effective on the effective start date listed on the first page of this Contract, identified as the State of West Virginia contract cover page containing the signatures of the Purchasing Division, Attorney General, and Encumbrance clerk (or another page identified as _____), and the Initial Contract Term ends on the effective end date also shown on the first page of this Contract.

Renewal Term: This Contract may be renewed upon the mutual written consent of the Agency, and the Vendor, with approval of the Purchasing Division and the Attorney General's office (Attorney General approval is as to form only). Any request for renewal should be delivered to the Agency and then submitted to the Purchasing Division thirty (30) days prior to the expiration date of the initial contract term or appropriate renewal term. A Contract renewal shall be in accordance with the terms and conditions of the original contract. Unless otherwise specified below, renewal of this Contract is limited to (3) One year renewals successive one (1) year periods or multiple renewal periods of less than one year, provided that the multiple renewal periods do not exceed the total number of months available in all renewal years combined. Automatic renewal of this Contract is prohibited. Renewals must be approved by the Vendor, Agency, Purchasing Division and Attorney General's office (Attorney General approval is as to form only)

Alternate Renewal Term – This contract may be renewed for _____ successive _____ year periods or shorter periods provided that they do not exceed the total number of months contained in all available renewals. Automatic renewal of this Contract is prohibited. Renewals must be approved by the Vendor, Agency, Purchasing Division and Attorney General's office (Attorney General approval is as to form only)

Delivery Order Limitations: In the event that this contract permits delivery orders, a delivery order may only be issued during the time this Contract is in effect. Any delivery order issued within one year of the expiration of this Contract shall be effective for one year from the date the delivery order is issued. No delivery order may be extended beyond one year after this Contract has expired.

Fixed Period Contract: This Contract becomes effective upon Vendor's receipt of the notice to proceed and must be completed within _____ days.

Fixed Period Contract with Renewals: This Contract becomes effective upon Vendor's receipt of the notice to proceed and part of the Contract more fully described in the attached specifications must be completed within _____ days. Upon completion of the work covered by the preceding sentence, the vendor agrees that:

the contract will continue for _____ years;

the contract may be renewed for _____ successive _____ year periods or shorter periods provided that they do not exceed the total number of months contained in all available renewals. Automatic renewal of this Contract is prohibited. Renewals must be approved by the Vendor, Agency, Purchasing Division and Attorney General's Office (Attorney General approval is as to form only).

One-Time Purchase: The term of this Contract shall run from the issuance of the Award Document until all of the goods contracted for have been delivered, but in no event will this Contract extend for more than one fiscal year.

Construction/Project Oversight: This Contract becomes effective on the effective start date listed on the first page of this Contract, identified as the State of West Virginia contract cover page containing the signatures of the Purchasing Division, Attorney General, and Encumbrance clerk (or another page identified as _____), and continues until the project for which the vendor is providing oversight is complete.

Other: Contract Term specified in _____

4. AUTHORITY TO PROCEED: Vendor is authorized to begin performance of this contract on the date of encumbrance listed on the front page of the Award Document unless either the box for "Fixed Period Contract" or "Fixed Period Contract with Renewals" has been checked in Section 3 above. If either "Fixed Period Contract" or "Fixed Period Contract with Renewals" has been checked, Vendor must not begin work until it receives a separate notice to proceed from the State. The notice to proceed will then be incorporated into the Contract via change order to memorialize the official date that work commenced.

5. QUANTITIES: The quantities required under this Contract shall be determined in accordance with the category that has been identified as applicable to this Contract below.

Open End Contract: Quantities listed in this Solicitation/Award Document are approximations only, based on estimates supplied by the Agency. It is understood and agreed that the Contract shall cover the quantities actually ordered for delivery during the term of the Contract, whether more or less than the quantities shown.

Service: The scope of the service to be provided will be more clearly defined in the specifications included herewith.

Combined Service and Goods: The scope of the service and deliverable goods to be provided will be more clearly defined in the specifications included herewith.

One-Time Purchase: This Contract is for the purchase of a set quantity of goods that are identified in the specifications included herewith. Once those items have been delivered, no additional goods may be procured under this Contract without an appropriate change order approved by the Vendor, Agency, Purchasing Division, and Attorney General's office.

Construction: This Contract is for construction activity more fully defined in the specifications.

6. EMERGENCY PURCHASES: The Purchasing Division Director may authorize the Agency to purchase goods or services in the open market that Vendor would otherwise provide under this Contract if those goods or services are for immediate or expedited delivery in an emergency. Emergencies shall include, but are not limited to, delays in transportation or an unanticipated increase in the volume of work. An emergency purchase in the open market, approved by the Purchasing Division Director, shall not constitute a breach of this Contract and shall not entitle the Vendor to any form of compensation or damages. This provision does not excuse the State from fulfilling its obligations under a One-Time Purchase contract.

7. REQUIRED DOCUMENTS: All of the items checked in this section must be provided to the Purchasing Division by the Vendor as specified:

LICENSE(S) / CERTIFICATIONS / PERMITS: In addition to anything required under the Section of the General Terms and Conditions entitled Licensing, the apparent successful Vendor shall furnish proof of the following licenses, certifications, and/or permits upon request and in a form acceptable to the State. The request may be prior to or after contract award at the State's sole discretion.

The apparent successful Vendor shall also furnish proof of any additional licenses or certifications contained in the specifications regardless of whether or not that requirement is listed above.

8. INSURANCE: The apparent successful Vendor shall furnish proof of the insurance identified by a checkmark below prior to Contract award. The insurance coverages identified below must be maintained throughout the life of this contract. Thirty (30) days prior to the expiration of the insurance policies, Vendor shall provide the Agency with proof that the insurance mandated herein has been continued. Vendor must also provide Agency with immediate notice of any changes in its insurance policies, including but not limited to, policy cancelation, policy reduction, or change in insurers. The apparent successful Vendor shall also furnish proof of any additional insurance requirements contained in the specifications prior to Contract award regardless of whether that insurance requirement is listed in this section.

Vendor must maintain:

Commercial General Liability Insurance in at least an amount of: \$1,000,000.00 per occurrence.

Automobile Liability Insurance in at least an amount of: \$1,000,000.00 per occurrence.

Professional/Malpractice/Errors and Omission Insurance in at least an amount of: _____ per occurrence. Notwithstanding the forgoing, Vendor's are not required to list the State as an additional insured for this type of policy.

Commercial Crime and Third Party Fidelity Insurance in an amount of: _____ per occurrence.

Cyber Liability Insurance in an amount of: _____ per occurrence.

Builders Risk Insurance in an amount equal to 100% of the amount of the Contract.

Pollution Insurance in an amount of: _____ per occurrence.

Aircraft Liability in an amount of: _____ per occurrence.

9. WORKERS' COMPENSATION INSURANCE: Vendor shall comply with laws relating to workers compensation, shall maintain workers' compensation insurance when required, and shall furnish proof of workers' compensation insurance upon request.

10. VENUE: All legal actions for damages brought by Vendor against the State shall be brought in the West Virginia Claims Commission. Other causes of action must be brought in the West Virginia court authorized by statute to exercise jurisdiction over it.

11. LIQUIDATED DAMAGES: This clause shall in no way be considered exclusive and shall not limit the State or Agency's right to pursue any other available remedy. Vendor shall pay liquidated damages in the amount specified below or as described in the specifications:

_____ for _____.

Liquidated Damages Contained in the Specifications.

Liquidated Damages Are Not Included in this Contract.

12. ACCEPTANCE: Vendor's signature on its bid, or on the certification and signature page, constitutes an offer to the State that cannot be unilaterally withdrawn, signifies that the product or service proposed by vendor meets the mandatory requirements contained in the Solicitation for that product or service, unless otherwise indicated, and signifies acceptance of the terms and conditions contained in the Solicitation unless otherwise indicated.

13. PRICING: The pricing set forth herein is firm for the life of the Contract, unless specified elsewhere within this Solicitation/Contract by the State. A Vendor's inclusion of price adjustment provisions in its bid, without an express authorization from the State in the Solicitation to do so, may result in bid disqualification. Notwithstanding the foregoing, Vendor must extend any publicly advertised sale price to the State and invoice at the lower of the contract price or the publicly advertised sale price.

14. PAYMENT IN ARREARS: Payments for goods/services will be made in arrears only upon receipt of a proper invoice, detailing the goods/services provided or receipt of the goods/services, whichever is later. Notwithstanding the foregoing, payments for software maintenance, licenses, or subscriptions may be paid annually in advance.

15. PAYMENT METHODS: Vendor must accept payment by electronic funds transfer and P-Card. (The State of West Virginia's Purchasing Card program, administered under contract by a banking institution, processes payment for goods and services through state designated credit cards.)

16. TAXES: The Vendor shall pay any applicable sales, use, personal property or any other taxes arising out of this Contract and the transactions contemplated thereby. The State of West Virginia is exempt from federal and state taxes and will not pay or reimburse such taxes.

17. ADDITIONAL FEES: Vendor is not permitted to charge additional fees or assess additional charges that were not either expressly provided for in the solicitation published by the State of West Virginia, included in the Contract, or included in the unit price or lump sum bid amount that Vendor is required by the solicitation to provide. Including such fees or charges as notes to the solicitation may result in rejection of vendor's bid. Requesting such fees or charges be paid after the contract has been awarded may result in cancellation of the contract.

18. FUNDING: This Contract shall continue for the term stated herein, contingent upon funds being appropriated by the Legislature or otherwise being made available. In the event funds are not appropriated or otherwise made available, this Contract becomes void and of no effect beginning on July 1 of the fiscal year for which funding has not been appropriated or otherwise made available. If that occurs, the State may notify the Vendor that an alternative source of funding has been obtained and thereby avoid the automatic termination. Non-appropriation or non-funding shall not be considered an event of default.

19. CANCELLATION: The Purchasing Division Director reserves the right to cancel this Contract immediately upon written notice to the vendor if the materials or workmanship supplied do not conform to the specifications contained in the Contract. The Purchasing Division Director may also cancel any purchase or Contract upon 30 days written notice to the Vendor in accordance with West Virginia Code of State Rules § 148-1-5.2.b.

20. TIME: Time is of the essence regarding all matters of time and performance in this Contract.

21. APPLICABLE LAW: This Contract is governed by and interpreted under West Virginia law without giving effect to its choice of law principles. Any information provided in specification manuals, or any other source, verbal or written, which contradicts or violates the West Virginia Constitution, West Virginia Code, or West Virginia Code of State Rules is void and of no effect.

22. COMPLIANCE WITH LAWS: Vendor shall comply with all applicable federal, state, and local laws, regulations and ordinances. By submitting a bid, Vendor acknowledges that it has reviewed, understands, and will comply with all applicable laws, regulations, and ordinances.

SUBCONTRACTOR COMPLIANCE: Vendor shall notify all subcontractors providing commodities or services related to this Contract that as subcontractors, they too are required to comply with all applicable laws, regulations, and ordinances. Notification under this provision must occur prior to the performance of any work under the contract by the subcontractor.

23. ARBITRATION: Any references made to arbitration contained in this Contract, Vendor's bid, or in any American Institute of Architects documents pertaining to this Contract are hereby deleted, void, and of no effect.

24. MODIFICATIONS: This writing is the parties' final expression of intent. Notwithstanding anything contained in this Contract to the contrary no modification of this Contract shall be binding without mutual written consent of the Agency, and the Vendor, with approval of the Purchasing Division and the Attorney General's office (Attorney General approval is as to form only). Any change to existing contracts that adds work or changes contract cost, and were not included in the original contract, must be approved by the Purchasing Division and the Attorney General's Office (as to form) prior to the implementation of the change or commencement of work affected by the change.

25. WAIVER: The failure of either party to insist upon a strict performance of any of the terms or provision of this Contract, or to exercise any option, right, or remedy herein contained, shall not be construed as a waiver or a relinquishment for the future of such term, provision, option, right, or remedy, but the same shall continue in full force and effect. Any waiver must be expressly stated in writing and signed by the waiving party.

26. SUBSEQUENT FORMS: The terms and conditions contained in this Contract shall supersede any and all subsequent terms and conditions which may appear on any form documents submitted by Vendor to the Agency or Purchasing Division such as price lists, order forms, invoices, sales agreements, or maintenance agreements, and includes internet websites or other electronic documents. Acceptance or use of Vendor's forms does not constitute acceptance of the terms and conditions contained thereon.

27. ASSIGNMENT: Neither this Contract nor any monies due, or to become due hereunder, may be assigned by the Vendor without the express written consent of the Agency, the Purchasing Division, the Attorney General's office (as to form only), and any other government agency or office that may be required to approve such assignments.

28. WARRANTY: The Vendor expressly warrants that the goods and/or services covered by this Contract will: (a) conform to the specifications, drawings, samples, or other description furnished or specified by the Agency; (b) be merchantable and fit for the purpose intended; and (c) be free from defect in material and workmanship.

29. STATE EMPLOYEES: State employees are not permitted to utilize this Contract for personal use and the Vendor is prohibited from permitting or facilitating the same.

30. PRIVACY, SECURITY, AND CONFIDENTIALITY: The Vendor agrees that it will not disclose to anyone, directly or indirectly, any such personally identifiable information or other confidential information gained from the Agency, unless the individual who is the subject of the information consents to the disclosure in writing or the disclosure is made pursuant to the Agency's policies, procedures, and rules. Vendor further agrees to comply with the Confidentiality Policies and Information Security Accountability Requirements, set forth in www.state.wv.us/admin/purchase/privacy.

31. YOUR SUBMISSION IS A PUBLIC DOCUMENT: Vendor's entire response to the Solicitation and the resulting Contract are public documents. As public documents, they will be disclosed to the public following the bid/proposal opening or award of the contract, as required by the competitive bidding laws of West Virginia Code §§ 5A-3-1 et seq., 5-22-1 et seq., and 5G-1-1 et seq. and the Freedom of Information Act West Virginia Code §§ 29B-1-1 et seq.

DO NOT SUBMIT MATERIAL YOU CONSIDER TO BE CONFIDENTIAL, A TRADE SECRET, OR OTHERWISE NOT SUBJECT TO PUBLIC DISCLOSURE.

Submission of any bid, proposal, or other document to the Purchasing Division constitutes your explicit consent to the subsequent public disclosure of the bid, proposal, or document. The Purchasing Division will disclose any document labeled "confidential," "proprietary," "trade secret," "private," or labeled with any other claim against public disclosure of the documents, to include any "trade secrets" as defined by West Virginia Code § 47-22-1 et seq. All submissions are subject to public disclosure without notice.

32. LICENSING: In accordance with West Virginia Code of State Rules § 148-1-6.1.e, Vendor must be licensed and in good standing in accordance with any and all state and local laws and requirements by any state or local agency of West Virginia, including, but not limited to, the West Virginia Secretary of State's Office, the West Virginia Tax Department, West Virginia Insurance Commission, or any other state agency or political subdivision. Obligations related to political subdivisions may include, but are not limited to, business licensing, business and occupation taxes, inspection compliance, permitting, etc. Upon request, the Vendor must provide all necessary releases to obtain information to enable the Purchasing Division Director or the Agency to verify that the Vendor is licensed and in good standing with the above entities.

SUBCONTRACTOR COMPLIANCE: Vendor shall notify all subcontractors providing commodities or services related to this Contract that as subcontractors, they too are required to be licensed, in good standing, and up-to-date on all state and local obligations as described in this section. Obligations related to political subdivisions may include, but are not limited to, business licensing, business and occupation taxes, inspection compliance, permitting, etc. Notification under this provision must occur prior to the performance of any work under the contract by the subcontractor.

33. ANTITRUST: In submitting a bid to, signing a contract with, or accepting a Award Document from any agency of the State of West Virginia, the Vendor agrees to convey, sell, assign, or transfer to the State of West Virginia all rights, title, and interest in and to all causes of action it may now or hereafter acquire under the antitrust laws of the United States and the State of West Virginia for price fixing and/or unreasonable restraints of trade relating to the particular commodities or services purchased or acquired by the State of West Virginia. Such assignment shall be made and become effective at the time the purchasing agency tenders the initial payment to Vendor.

34. VENDOR NON-CONFLICT: Neither Vendor nor its representatives are permitted to have any interest, nor shall they acquire any interest, direct or indirect, which would compromise the performance of its services hereunder. Any such interests shall be promptly presented in detail to the Agency.

35. VENDOR RELATIONSHIP: The relationship of the Vendor to the State shall be that of an independent contractor and no principal-agent relationship or employer-employee relationship is contemplated or created by this Contract. The Vendor as an independent contractor is solely liable for the acts and omissions of its employees and agents. Vendor shall be responsible for selecting, supervising, and compensating any and all individuals employed pursuant to the terms of this Solicitation and resulting contract. Neither the Vendor, nor any employees or subcontractors of the Vendor, shall be deemed to be employees of the State for any purpose whatsoever. Vendor shall be exclusively responsible for payment of employees and contractors for all wages and salaries, taxes, withholding payments, penalties, fees, fringe benefits, professional liability insurance premiums, contributions to insurance and pension, or other deferred compensation plans, including but not limited to, Workers' Compensation and Social Security obligations, licensing fees, etc. and the filing of all necessary documents, forms, and returns pertinent to all of the foregoing.

Vendor shall hold harmless the State, and shall provide the State and Agency with a defense against any and all claims including, but not limited to, the foregoing payments, withholdings, contributions, taxes, Social Security taxes, and employer income tax returns.

36. INDEMNIFICATION: The Vendor agrees to indemnify, defend, and hold harmless the State and the Agency, their officers, and employees from and against: (1) Any claims or losses for services rendered by any subcontractor, person, or firm performing or supplying services, materials, or supplies in connection with the performance of the Contract; (2) Any claims or losses resulting to any person or entity injured or damaged by the Vendor, its officers, employees, or subcontractors by the publication, translation, reproduction, delivery, performance, use, or disposition of any data used under the Contract in a manner not authorized by the Contract, or by Federal or State statutes or regulations; and (3) Any failure of the Vendor, its officers, employees, or subcontractors to observe State and Federal laws including, but not limited to, labor and wage and hour laws.

37. NO DEBT CERTIFICATION: In accordance with West Virginia Code §§ 5A-3-10a and 5-22-1(i), the State is prohibited from awarding a contract to any bidder that owes a debt to the State or a political subdivision of the State. By submitting a bid, or entering into a contract with the State, Vendor is affirming that (1) for construction contracts, the Vendor is not in default on any monetary obligation owed to the state or a political subdivision of the state, and (2) for all other contracts, neither the Vendor nor any related party owe a debt as defined above, and neither the Vendor nor any related party are in employer default as defined in the statute cited above unless the debt or employer default is permitted under the statute.

38. CONFLICT OF INTEREST: Vendor, its officers or members or employees, shall not presently have or acquire an interest, direct or indirect, which would conflict with or compromise the performance of its obligations hereunder. Vendor shall periodically inquire of its officers, members and employees to ensure that a conflict of interest does not arise. Any conflict of interest discovered shall be promptly presented in detail to the Agency.

39. REPORTS: Vendor shall provide the Agency and/or the Purchasing Division with the following reports identified by a checked box below:

Such reports as the Agency and/or the Purchasing Division may request. Requested reports may include, but are not limited to, quantities purchased, agencies utilizing the contract, total contract expenditures by agency, etc.

Quarterly reports detailing the total quantity of purchases in units and dollars, along with a listing of purchases by agency. Quarterly reports should be delivered to the Purchasing Division via email at purchasing.division@wv.gov.

40. BACKGROUND CHECK: In accordance with W. Va. Code § 15-2D-3, the State reserves the right to prohibit a service provider's employees from accessing sensitive or critical information or to be present at the Capitol complex based upon results addressed from a criminal background check. Service providers should contact the West Virginia Division of Protective Services by phone at (304) 558-9911 for more information.

41. PREFERENCE FOR USE OF DOMESTIC STEEL PRODUCTS: Except when authorized by the Director of the Purchasing Division pursuant to W. Va. Code § 5A-3-56, no contractor may use or supply steel products for a State Contract Project other than those steel products made in the United States. A contractor who uses steel products in violation of this section may be subject to civil penalties pursuant to W. Va. Code § 5A-3-56. As used in this section:

- a. "State Contract Project" means any erection or construction of, or any addition to, alteration of or other improvement to any building or structure, including, but not limited to, roads or highways, or the installation of any heating or cooling or ventilating plants or other equipment, or the supply of and materials for such projects, pursuant to a contract with the State of West Virginia for which bids were solicited on or after June 6, 2001.
- b. "Steel Products" means products rolled, formed, shaped, drawn, extruded, forged, cast, fabricated or otherwise similarly processed, or processed by a combination of two or more or such operations, from steel made by the open heath, basic oxygen, electric furnace, Bessemer or other steel making process.
- c. The Purchasing Division Director may, in writing, authorize the use of foreign steel products if:
 1. The cost for each contract item used does not exceed one tenth of one percent (.1%) of the total contract cost or two thousand five hundred dollars (\$2,500.00), whichever is greater. For the purposes of this section, the cost is the value of the steel product as delivered to the project; or
 2. The Director of the Purchasing Division determines that specified steel materials are not produced in the United States in sufficient quantity or otherwise are not reasonably available to meet contract requirements.

42. PREFERENCE FOR USE OF DOMESTIC ALUMINUM, GLASS, AND STEEL: In Accordance with W. Va. Code § 5-19-1 et seq., and W. Va. CSR § 148-10-1 et seq., for every contract or subcontract, subject to the limitations contained herein, for the construction, reconstruction, alteration, repair, improvement or maintenance of public works or for the purchase of any item of machinery or equipment to be used at sites of public works, only domestic aluminum, glass or steel products shall be supplied unless the spending officer determines, in writing, after the receipt of offers or bids, (1) that the cost of domestic aluminum, glass or steel products is unreasonable or inconsistent with the public interest of the State of West Virginia, (2) that domestic aluminum, glass or steel products are not produced in sufficient quantities to meet the contract requirements, or (3) the available domestic aluminum, glass, or steel do not meet the contract specifications. This provision only applies to public works contracts awarded in an amount more than fifty thousand dollars (\$50,000) or public works contracts that require more than ten thousand pounds of steel products.

The cost of domestic aluminum, glass, or steel products may be unreasonable if the cost is more than twenty percent (20%) of the bid or offered price for foreign made aluminum, glass, or steel products. If the domestic aluminum, glass or steel products to be supplied or produced in a “substantial labor surplus area”, as defined by the United States Department of Labor, the cost of domestic aluminum, glass, or steel products may be unreasonable if the cost is more than thirty percent (30%) of the bid or offered price for foreign made aluminum, glass, or steel products. This preference shall be applied to an item of machinery or equipment, as indicated above, when the item is a single unit of equipment or machinery manufactured primarily of aluminum, glass or steel, is part of a public works contract and has the sole purpose or of being a permanent part of a single public works project. This provision does not apply to equipment or machinery purchased by a spending unit for use by that spending unit and not as part of a single public works project.

All bids and offers including domestic aluminum, glass or steel products that exceed bid or offer prices including foreign aluminum, glass or steel products after application of the preferences provided in this provision may be reduced to a price equal to or lower than the lowest bid or offer price for foreign aluminum, glass or steel products plus the applicable preference. If the reduced bid or offer prices are made in writing and supersede the prior bid or offer prices, all bids or offers, including the reduced bid or offer prices, will be reevaluated in accordance with this rule.

43. INTERESTED PARTY SUPPLEMENTAL DISCLOSURE: W. Va. Code § 6D-1-2 requires that for contracts with an actual or estimated value of at least \$1 million, the Vendor must submit to the Agency a disclosure of interested parties prior to beginning work under this Contract. Additionally, the Vendor must submit a supplemental disclosure of interested parties reflecting any new or differing interested parties to the contract, which were not included in the original pre-work interested party disclosure, within 30 days following the completion or termination of the contract. A copy of that form is included with this solicitation or can be obtained from the WV Ethics Commission. This requirement does not apply to publicly traded companies listed on a national or international stock exchange. A more detailed definition of interested parties can be obtained from the form referenced above.

44. PROHIBITION AGAINST USED OR REFURBISHED: Unless expressly permitted in the solicitation published by the State, Vendor must provide new, unused commodities, and is prohibited from supplying used or refurbished commodities, in fulfilling its responsibilities under this Contract.

45. VOID CONTRACT CLAUSES: This Contract is subject to the provisions of West Virginia Code § 5A-3-62, which automatically voids certain contract clauses that violate State law.

46. ISRAEL BOYCOTT: Bidder understands and agrees that, pursuant to W. Va. Code § 5A-3-63, it is prohibited from engaging in a boycott of Israel during the term of this contract.

DESIGNATED CONTACT: Vendor appoints the individual identified in this Section as the Contract Administrator and the initial point of contact for matters relating to this Contract.

(Printed Name and Title) Jason Gafa

(Address) 6991 Appling Farms Pkwy, Memphis, TN 38133

(Phone Number) / (Fax Number) Phone: 901-480-8840 Fax: NA

(email address) jgafa@lbtelematics.com

CERTIFICATION AND SIGNATURE: By signing below, or submitting documentation through wvOASIS, I certify that: I have reviewed this Solicitation/Contract in its entirety; that I understand the requirements, terms and conditions, and other information contained herein; that this bid, offer or proposal constitutes an offer to the State that cannot be unilaterally withdrawn; that the product or service proposed meets the mandatory requirements contained in the Solicitation/Contract for that product or service, unless otherwise stated herein; that the Vendor accepts the terms and conditions contained in the Solicitation, unless otherwise stated herein; that I am submitting this bid, offer or proposal for review and consideration; that this bid or offer was made without prior understanding, agreement, or connection with any entity submitting a bid or offer for the same material, supplies, equipment or services; that this bid or offer is in all respects fair and without collusion or fraud; that this Contract is accepted or entered into without any prior understanding, agreement, or connection to any other entity that could be considered a violation of law; that I am authorized by the Vendor to execute and submit this bid, offer, or proposal, or any documents related thereto on Vendor's behalf; that I am authorized to bind the vendor in a contractual relationship; and that to the best of my knowledge, the vendor has properly registered with any State agency that may require registration.

By signing below, I further certify that I understand this Contract is subject to the provisions of West Virginia Code § 5A-3-62, which automatically voids certain contract clauses that violate State law; and that pursuant to W. Va. Code 5A-3-63, the entity entering into this contract is prohibited from engaging in a boycott against Israel.

LB Technology, Inc
(Company)

Jason M Gafa
(Signature of Authorized Representative)
President

(Printed Name and Title of Authorized Representative) (Date)
901-480-8840

(Phone Number) (Fax Number)

jgafa@LBtelematics.com
(Email Address)

Software as a Service Addendum

1. Definitions:

Acceptable alternative data center location means a country that is identified as providing equivalent or stronger data protection than the United States, in terms of both regulation and enforcement. DLA Piper's Privacy Heatmap shall be utilized for this analysis and may be found at <https://www.dlapiperdataprotection.com/index.html?t=world-map&c=US&c2=IN>.

Authorized Persons means the service provider's employees, contractors, subcontractors or other agents who have responsibility in protecting or have access to the public jurisdiction's personal data and non-public data to enable the service provider to perform the services required.

Data Breach means the unauthorized access and acquisition of unencrypted and unredacted personal data that compromises the security or confidentiality of a public jurisdiction's personal information and that causes the service provider or public jurisdiction to reasonably believe that the data breach has caused or will cause identity theft or other fraud.

Individually Identifiable Health Information means information that is a subset of health information, including demographic information collected from an individual, and (1) is created or received by a health care provider, health plan, employer or health care clearinghouse; and (2) relates to the past, present or future physical or mental health or condition of an individual; the provision of health care to an individual; or the past, present or future payment for the provision of health care to an individual; and (a) that identifies the individual; or (b) with respect to which there is a reasonable basis to believe the information can be used to identify the individual.

Non-Public Data means data, other than personal data, that is not subject to distribution to the public as public information. It is deemed to be sensitive and confidential by the public jurisdiction because it contains information that is exempt by statute, ordinance or administrative rule from access by the general public as public information.

Personal Data means data that includes information relating to a person that identifies the person by first name or first initial, and last name, and has any of the following personally identifiable information (PII): government-issued identification numbers (e.g., Social Security, driver's license, state identification card); financial account information, including account number, credit or debit card numbers; or protected health information (PHI).

Protected Health Information (PHI) means individually identifiable health information transmitted by electronic media, maintained in electronic media, or transmitted or maintained in any other form or medium. PHI excludes education records covered by the Family Educational Rights and Privacy Act (FERPA), as amended, 20 U.S.C. 1232g, records described at 20 U.S.C. 1232g(a)(4)(B)(iv) and employment records held by a covered entity in its role as employer.

Public Jurisdiction means any government or government agency that uses these terms and conditions. The term is a placeholder for the government or government agency.

Public Jurisdiction Data means all data created or in any way originating with the public jurisdiction, and all data that is the output of computer processing or other electronic manipulation of any data that was created by or in any way originated with the public jurisdiction, whether such data or output is stored on the public jurisdiction's hardware, the service provider's hardware or exists in any system owned, maintained or otherwise controlled by the public jurisdiction or by the service provider.

Public Jurisdiction Identified Contact means the person or persons designated in writing by the public jurisdiction to receive security incident or breach notification.

Restricted data means personal data and non-public data.

Security Incident means the actual unauthorized access to personal data or non-public data the service provider believes could reasonably result in the use, disclosure or theft of a public jurisdiction's unencrypted personal data or non-public data within the possession or control of the service provider. A security incident may or may not turn into a data breach.

Service Provider means the contractor and its employees, subcontractors, agents and affiliates who are providing the services agreed to under the contract.

Software-as-a-Service (SaaS) means the capability provided to the consumer to use the provider's applications running on a cloud infrastructure. The applications are accessible from various client devices through a thin-client interface such as a Web browser (e.g., Web-based email) or a program interface. The consumer does not manage or control the underlying cloud infrastructure including network, servers, operating systems, storage or even individual application capabilities, with the possible exception of limited user-specific application configuration settings.

2. Data Ownership: The public jurisdiction will own all right, title and interest in its data that is related to the services provided by this contract. The service provider shall not access public jurisdiction user accounts or public jurisdiction data, except (1) in the course of data center operations, (2) in response to service or technical issues, (3) as required by the express terms of this contract or (4) at the public jurisdiction's written request.

3. Data Protection and Privacy: Protection of personal privacy and data shall be an integral part of the business activities of the service provider to ensure there is no inappropriate or unauthorized use of public jurisdiction information at any time. To this end, the service provider shall safeguard the confidentiality, integrity and availability of public jurisdiction information and comply with the following conditions:

- a) The service provider shall implement and maintain appropriate administrative, technical and physical security measures to safeguard against unauthorized access, disclosure or theft of personal data and non-public data. In Appendix A,

the public jurisdiction shall indicate whether restricted information will be processed by the service provider. Such security measures shall be in accordance with recognized industry practice and not less stringent than the measures the service provider applies to its own personal data and non-public data of similar kind. The service provider shall ensure that all such measures, including the manner in which personal data and non-public data are collected, accessed, used, stored, processed, disposed of and disclosed, comply with applicable data protection and privacy laws, as well as the terms and conditions of this Addendum and shall survive termination of the underlying contract.

- b) The service provider represents and warrants that its collection, access, use, storage, disposal and disclosure of personal data and non-public data do and will comply with all applicable federal and state privacy and data protection laws, as well as all other applicable regulations, policies and directives.
- c) The service provider shall support third-party multi-factor authentication integration with the public jurisdiction third-party identity provider to safeguard personal data and non-public data.
- d) If, in the course of its engagement by the public jurisdiction, the service provider has access to or will collect, access, use, store, process, dispose of or disclose credit, debit or other payment cardholder information, the service provider shall at all times remain in compliance with the Payment Card Industry Data Security Standard ("PCI DSS") requirements, including remaining aware at all times of changes to the PCI DSS and promptly implementing all procedures and practices as may be necessary to remain in compliance with the PCI DSS, in each case, at the service provider's sole cost and expense. All data obtained by the service provider in the performance of this contract shall become and remain the property of the public jurisdiction.
- e) All personal data shall be encrypted at rest and in transit with controlled access. Unless otherwise stipulated, the service provider is responsible for encryption of the personal data.
- f) Unless otherwise stipulated, the service provider shall encrypt all non-public data at rest and in transit, in accordance with recognized industry practice. The public jurisdiction shall identify data it deems as non-public data to the service provider.
- g) At no time shall any data or process – that either belong to or are intended for the use of a public jurisdiction or its officers, agents or employees — be copied, disclosed or retained by the service provider or any party related to the service provider for subsequent use in any transaction that does not include the public jurisdiction.
- h) The service provider shall not use or disclose any information collected in connection with the service issued from this proposal for any purpose other than fulfilling the service.
- i) Data Location. For non-public data and personal data, the service provider shall provide its data center services to the public jurisdiction and its end users solely from data centers in the U.S. Storage of public jurisdiction data at rest shall be located solely in data centers in the U.S. The service provider shall not allow its personnel or contractors to *store* public jurisdiction data on portable devices, including personal computers, except for devices that are used and kept only at its

U.S. data centers. With agreement from the public jurisdiction, this term may be met by the service provider providing its services from an acceptable alternative data center location, which agreement shall be stated in Appendix A. The Service Provider may also request permission to utilize an acceptable alternative data center location during a procurement's question and answer period by submitting a question to that effect. The service provider shall permit its personnel and contractors to access public jurisdiction data remotely only as required to provide technical support.

4. Security Incident or Data Breach Notification: The service provider shall inform the public jurisdiction of any confirmed security incident or data breach.

- a) Incident Response: The service provider may need to communicate with outside parties regarding a security incident, which may include contacting law enforcement, fielding media inquiries and seeking external expertise as defined by law or contained in the contract. Discussing security incidents with the public jurisdiction shall be handled on an urgent as-needed basis, as part of service provider communication and mitigation processes defined by law or contained in the contract.
- b) Security Incident Reporting Requirements: The service provider shall report a confirmed Security Incident as soon as practicable, but no later than twenty-four (24) hours after the service provider becomes aware of it, to: (1) the department privacy officer, by email, with a read receipt, identified in Appendix A; and, (2) unless otherwise directed by the public jurisdiction in the underlying contract, the WVOT Online Computer Security and Privacy Incident Reporting System at <https://apps.wv.gov/ot/ir/Default.aspx>, and (3) the public jurisdiction point of contact for general contract oversight/administration. The following information shall be shared with the public jurisdiction: (1) incident phase (detection and analysis; containment, eradication and recovery; or post-incident activity), (2) projected business impact, and, (3) attack source information.
- c) Breach Reporting Requirements: Upon the discovery of a data breach or unauthorized access to non-public data, the service provider shall immediately report to: (1) the department privacy officer, by email, with a read receipt, identified in Appendix A; and, (2) unless otherwise directed by the public jurisdiction in the underlying contract, the WVOT Online Computer Security and Privacy Incident Reporting System at <https://apps.wv.gov/ot/ir/Default.aspx>, and the public jurisdiction point of contact for general contract oversight/administration.

5. Breach Responsibilities: This section only applies when a data breach occurs with respect to personal data within the possession or control of the service provider.

- a) Immediately after being awarded a contract, the service provider shall provide the public jurisdiction with the name and contact information for an employee of service provider who shall serve as the public jurisdiction's primary security contact and shall be available to assist the public jurisdiction twenty-four (24) hours per day, seven (7) days per week as a contact in resolving obligations associated with a data breach. The service provider may provide this information in Appendix A.

- b) Immediately following the service provider's notification to the public jurisdiction of a data breach, the parties shall coordinate cooperate with each other to investigate the data breach. The service provider agrees to fully cooperate with the public jurisdiction in the public jurisdiction's handling of the matter, including, without limitation, at the public jurisdiction's request, making available all relevant records, logs, files, data reporting and other materials required to comply with applicable law and regulation.
- c) Within 72 hours of the discovery, the service provider shall notify the parties listed in 4(c) above, to the extent known: (1) date of discovery; (2) list of data elements and the number of individual records; (3) description of the unauthorized persons known or reasonably believed to have improperly used or disclosed the personal data; (4) description of where the personal data is believed to have been improperly transmitted, sent, or utilized; and, (5) description of the probable causes of the improper use or disclosure.
- d) The service provider shall (1) cooperate with the public jurisdiction as reasonably requested by the public jurisdiction to investigate and resolve the data breach, (2) promptly implement necessary remedial measures, if necessary, and prevent any further data breach at the service provider's expense in accordance with applicable privacy rights, laws and regulations and (3) document responsive actions taken related to the data breach, including any post-incident review of events and actions taken to make changes in business practices in providing the services, if necessary.
- e) If a data breach is a direct result of the service provider's breach of its contract obligation to encrypt personal data or otherwise prevent its release, the service provider shall bear the costs associated with (1) the investigation and resolution of the data breach; (2) notifications to individuals, regulators or others required by state or federal law; (3) a credit monitoring service (4) a website or a toll-free number and call center for affected individuals required by state law — all not to exceed the average per record per person cost calculated for data breaches in the United States in the most recent Cost of Data Breach Study: Global Analysis published by the Ponemon Institute at the time of the data breach (or other similar publication if the named publication has not issued an updated average per record per cost in the last 5 years at the time of the data breach); and (5) complete all corrective actions as reasonably determined by service provider based on root cause. The service provider agrees that it shall not inform any third party of any data breach without first obtaining the public jurisdiction's prior written consent, other than to inform a complainant that the matter has been forwarded to the public jurisdiction's legal counsel and/or engage a third party with appropriate expertise and confidentiality protections for any reason connected to the data breach. Except with respect to where the service provider has an independent legal obligation to report a data breach, the service provider agrees that the public jurisdiction shall have the sole right to determine: (1) whether notice of the data breach is to be provided to any individuals, regulators, law enforcement agencies, consumer reporting agencies or others, as required by law or regulation, or otherwise in the public jurisdiction's discretion; and (2) the contents of such notice, whether any

type of remediation may be offered to affected persons, and the nature and extent of any such remediation. The service provider retains the right to report activity to law enforcement.

6. Notification of Legal Requests: The service provider shall contact the public jurisdiction upon receipt of any electronic discovery, litigation holds, discovery searches and expert testimonies related to the public jurisdiction's data under this contract, or which in any way might reasonably require access to the data of the public jurisdiction. The service provider shall not respond to subpoenas, service of process and other legal requests related to the public jurisdiction without first notifying the public jurisdiction, unless prohibited by law from providing such notice.

7. Termination and Suspension of Service:

- a) In the event of a termination of the contract, the service provider shall implement an orderly return of public jurisdiction data within the time period and format specified in the contract (or in the absence of a specified time and format, a mutually agreeable time and format) and after the data has been successfully returned, securely and permanently dispose of public jurisdiction data.
- b) During any period of service suspension, the service provider shall not take any action to intentionally erase any public jurisdiction data.
- c) In the event the contract does not specify a time or format for return of the public jurisdiction's data and an agreement has not been reached, in the event of termination of any services or agreement in entirety, the service provider shall not take any action to intentionally erase any public jurisdiction data for a period of:
 - 10 days after the effective date of termination, if the termination is in accordance with the contract period
 - 30 days after the effective date of termination, if the termination is for convenience
 - 60 days after the effective date of termination, if the termination is for cause

After such period, the service provider shall have no obligation to maintain or provide any public jurisdiction data and shall thereafter, unless legally prohibited, delete all public jurisdiction data in its systems or otherwise in its possession or under its control.

- d) The public jurisdiction shall be entitled to any post-termination assistance generally made available with respect to the services, unless a unique data retrieval arrangement has been established as part of the Contract.
- e) The service provider shall securely dispose of all requested data in all of its forms, such as disk, CD/ DVD, backup tape and paper, when requested by the public jurisdiction. Data shall be permanently deleted and shall not be recoverable, according to National Institute of Standards and Technology (NIST)-approved methods. Certificates of destruction shall be provided to the public jurisdiction.

8. Background Checks: The service provider shall conduct criminal background checks in compliance with W.Va. Code §15-2D-3 and not utilize any staff to fulfill the obligations

of the contract, including subcontractors, who have been convicted of any crime of dishonesty, including but not limited to criminal fraud, or otherwise convicted of any felony or misdemeanor offense for which incarceration for up to 1 year is an authorized penalty. The service provider shall promote and maintain an awareness of the importance of securing the public jurisdiction's information among the service provider's employees and agents.

9. Oversight of Authorized Persons: During the term of each authorized person's employment or engagement by service provider, service provider shall at all times cause such persons to abide strictly by service provider's obligations under this Agreement and service provider's standard policies and procedures. The service provider further agrees that it shall maintain a disciplinary process to address any unauthorized access, use or disclosure of personal data by any of service provider's officers, partners, principals, employees, agents or contractors.

10. Access to Security Logs and Reports: The service provider shall provide reports to the public jurisdiction in CSV format agreed to by both the service provider and the public jurisdiction. Reports shall include user access (successful and failed attempts), user access IP address, user access history and security logs for all public jurisdiction files and accounts related to this contract.

11. Data Protection Self-Assessment: The service provider shall perform a Cloud Security Alliance STAR Self-Assessment by completing and submitting the "Consensus Assessments Initiative Questionnaire" to the Public Jurisdiction Identified Contact. The service provider shall submit its self-assessment to the public jurisdiction prior to contract award and, upon request, annually thereafter, on the anniversary of the date of contract execution. Any deficiencies identified in the assessment will entitle the public jurisdiction to disqualify the bid or terminate the contract for cause.

12. Data Center Audit: The service provider shall perform an audit of its data center(s) at least annually at its expense and provide a redacted version of the audit report upon request. The service provider may remove its proprietary information from the redacted version. A Service Organization Control (SOC) 2 audit report or approved equivalent sets the minimum level of a third-party audit. Any deficiencies identified in the report or approved equivalent will entitle the public jurisdiction to disqualify the bid or terminate the contract for cause.

13. Change Control and Advance Notice: The service provider shall give 30 days, advance notice (to the public jurisdiction of any upgrades (e.g., major upgrades, minor upgrades, system changes) that may impact service availability and performance. A major upgrade is a replacement of hardware, software or firmware with a newer or better version in order to bring the system up to date or to improve its characteristics.

14. Security:

- a) At a minimum, the service provider's safeguards for the protection of data shall include: (1) securing business facilities, data centers, paper files, servers, back-up

systems and computing equipment, including, but not limited to, all mobile devices and other equipment with information storage capability; (2) implementing network, device application, database and platform security; 3) securing information transmission, storage and disposal; (4) implementing authentication and access controls within media, applications, operating systems and equipment; (5) implementing appropriate personnel security and integrity procedures and practices, including, but not limited to, conducting background checks consistent with applicable law; and (6) providing appropriate privacy and information security training to service provider's employees.

- b) The service provider shall execute well-defined recurring action steps that identify and monitor vulnerabilities and provide remediation or corrective measures. Where the service provider's technology or the public jurisdiction's required dependence on a third-party application to interface with the technology creates a critical or high risk, the service provider shall remediate the vulnerability as soon as possible. The service provider must ensure that applications used to interface with the service provider's technology remain operationally compatible with software updates.
- c) Upon the public jurisdiction's written request, the service provider shall provide a high-level network diagram with respect to connectivity to the public jurisdiction's network that illustrates the service provider's information technology network infrastructure.

15. Non-disclosure and Separation of Duties: The service provider shall enforce separation of job duties, require commercially reasonable non-disclosure agreements, and limit staff knowledge of public jurisdiction data to that which is absolutely necessary to perform job duties.

16. Import and Export of Data: The public jurisdiction shall have the ability to securely import, export or dispose of data in standard format in piecemeal or in entirety at its discretion without interference from the service provider. This includes the ability for the public jurisdiction to import or export data to/from other service providers identified in the contract (or in the absence of an identified format, a mutually agreeable format).

17. Responsibilities: The service provider shall be responsible for the acquisition and operation of all hardware, software and network support related to the cloud services being provided. The technical and professional activities required for establishing, managing and maintaining the environments are the responsibilities of the service provider.

18. Subcontractor Compliance: The service provider shall ensure that any of its subcontractors to whom it provides any of the personal data or non-public data it receives hereunder, or to whom it provides any personal data or non-public data which the service provider creates or receives on behalf of the public jurisdiction, agree to the restrictions, terms and conditions which apply to the service provider hereunder.

19. Right to Remove Individuals: The public jurisdiction shall have the right at any time to require that the service provider remove from interaction with public jurisdiction any

service provider representative who the public jurisdiction believes is detrimental to its working relationship with the service provider. The public jurisdiction shall provide the service provider with notice of its determination, and the reasons it requests the removal. If the public jurisdiction signifies that a potential security violation exists with respect to the request, the service provider shall immediately remove such individual. The service provider shall not assign the person to any aspect of the contract without the public jurisdiction's consent.

20. Business Continuity and Disaster Recovery: The service provider shall provide a business continuity and disaster recovery plan executive summary upon request. Lack of a plan will entitle the public jurisdiction to terminate this contract for cause.

21. Compliance with Accessibility Standards: The service provider shall comply with and adhere to Accessibility Standards of Section 508 Amendment to the Rehabilitation Act of 1973.

22. Web Services: The service provider shall use web services exclusively to interface with the public jurisdiction's data in near real time when possible.

23. Encryption of Data at Rest: The service provider shall ensure hard drive encryption consistent with validated cryptography standards as referenced in FIPS 140-2, Security Requirements for Cryptographic Modules for all personal data.

24. Subscription Terms: Service provider grants to a public jurisdiction a license to:

- a. Access and use the service for its business purposes;
- b. For SaaS, use underlying software as embodied or used in the service; and
- c. View, copy, upload, download (where applicable), and use service provider's documentation.

25. Equitable Relief: Service provider acknowledges that any breach of its covenants or obligations set forth in Addendum may cause the public jurisdiction irreparable harm for which monetary damages would not be adequate compensation and agrees that, in the event of such breach or threatened breach, the public jurisdiction is entitled to seek equitable relief, including a restraining order, injunctive relief, specific performance and any other relief that may be available from any court, in addition to any other remedy to which the public jurisdiction may be entitled at law or in equity. Such remedies shall not be deemed to be exclusive but shall be in addition to all other remedies available at law or in equity, subject to any express exclusions or limitations in this Addendum to the contrary.

AGREED:

Name of Agency: _____

Signature: _____

Title: _____

Date: _____

Name of Vendor: LB Technology

Signature: 

Title: President

Date: 12-9-2025

Appendix A

(To be completed by the Agency's Procurement Officer prior to the execution of the Addendum, and shall be made a part of the Addendum. Required information not identified prior to execution of the Addendum may only be added by amending Appendix A and the Addendum, via Change Order.)

Name of Service Provider/Vendor: LB Technology

Name of Agency: _____

Agency/public jurisdiction's required information:

- 1. Will restricted information be processed by the service provider?
Yes
No

- 2. If yes to #1, does the restricted information include personal data?
Yes
No

- 3. If yes to #1, does the restricted information include non-public data?
Yes
No

- 4. If yes to #1, may the service provider store public jurisdiction data in a data center in an acceptable alternative data center location, which is a country that is not the U.S.?
Yes
No

5. Provide name and email address for the Department privacy officer:

Name: _____

Email address: _____

Vendor/Service Provider's required information:

6. Provide name and contact information for vendor's employee who shall serve as the public jurisdiction's primary security contact:

Name: JASON M. GAFA

Email address: jgafa@lbteleomatics.com

Phone Number: 901-480-8840

State of West Virginia

VENDOR PREFERENCE CERTIFICATE

Certification and application is hereby made for Preference in accordance with **West Virginia Code**, §5A-3-37. (Does not apply to construction contracts). **West Virginia Code**, §5A-3-37, provides an opportunity for qualifying vendors to request (at the time of bid) preference for their residency status. Such preference is an evaluation method only and will be applied only to the cost bid in accordance with the **West Virginia Code**. This certificate for application is to be used to request such preference. The Purchasing Division will make the determination of the Vendor Preference, if applicable.

1. Application is made for 2.5% vendor preference for the reason checked:

Bidder is an individual resident vendor and has resided continuously in West Virginia, or bidder is a partnership, association or corporation resident vendor and has maintained its headquarters or principal place of business continuously in West Virginia, for four (4) years immediately preceding the date of this certification; **or**,

Bidder is a resident vendor partnership, association, or corporation with at least eighty percent of ownership interest of bidder held by another entity that meets the applicable four year residency requirement; **or**,

Bidder is a nonresident vendor which has an affiliate or subsidiary which employs a minimum of one hundred state residents and which has maintained its headquarters or principal place of business within West Virginia continuously for the four (4) years immediately preceding the date of this certification; **or**,

2. Application is made for 2.5% vendor preference for the reason checked:

Bidder is a resident vendor who certifies that, during the life of the contract, on average at least 75% of the employees working on the project being bid are residents of West Virginia who have resided in the state continuously for the two years immediately preceding submission of this bid; **or**,

3. Application is made for 2.5% vendor preference for the reason checked:

Bidder is a nonresident vendor that employs a minimum of one hundred state residents, or a nonresident vendor which has an affiliate or subsidiary which maintains its headquarters or principal place of business within West Virginia and employs a minimum of one hundred state residents, and for purposes of producing or distributing the commodities or completing the project which is the subject of the bidder's bid and continuously over the entire term of the project, on average at least seventy-five percent of the bidder's employees or the bidder's affiliate's or subsidiary's employees are residents of West Virginia who have resided in the state continuously for the two immediately preceding years and the vendor's bid; **or**,

4. Application is made for 5% vendor preference for the reason checked:

Bidder meets either the requirement of both subdivisions (1) and (2) or subdivision (1) and (3) as stated above; **or**,

5. Application is made for 3.5% vendor preference who is a veteran for the reason checked:

Bidder is an individual resident vendor who is a veteran of the United States armed forces, the reserves or the National Guard and has resided in West Virginia continuously for the four years immediately preceding the date on which the bid is submitted; **or**,

6. Application is made for 3.5% vendor preference who is a veteran for the reason checked:

Bidder is a resident vendor who is a veteran of the United States armed forces, the reserves or the National Guard, if, for purposes of producing or distributing the commodities or completing the project which is the subject of the vendor's bid and continuously over the entire term of the project, on average at least seventy-five percent of the vendor's employees are residents of West Virginia who have resided in the state continuously for the two immediately preceding years.

7. Application is made for preference as a non-resident small, women- and minority-owned business, in accordance with West Virginia Code §5A-3-59 and West Virginia Code of State Rules.

Bidder has been or expects to be approved prior to contract award by the Purchasing Division as a certified small, women- and minority-owned business.

8. Application is made for reciprocal preference.

Bidder is a West Virginia resident and is requesting reciprocal preference to the extent that it applies.

Bidder understands if the Secretary of Revenue determines that a Bidder receiving preference has failed to continue to meet the requirements for such preference, the Secretary may order the Director of Purchasing to: (a) rescind the contract or purchase order; or (b) assess a penalty against such Bidder in an amount not to exceed 5% of the bid amount and that such penalty will be paid to the contracting agency or deducted from any unpaid balance on the contract or purchase order.

By submission of this certificate, Bidder agrees to disclose any reasonably requested information to the Purchasing Division and authorizes the Department of Revenue to disclose to the Director of Purchasing appropriate information verifying that Bidder has paid the required business taxes, provided that such information does not contain the amounts of taxes paid nor any other information deemed by the Tax Commissioner to be confidential.

Bidder hereby certifies that this certificate is true and accurate in all respects; and that if a contract is issued to Bidder and if anything contained within this certificate changes during the term of the contract, Bidder will notify the Purchasing Division in writing immediately.

Bidder: LB Technology

Signed: 

Date: 12-9-2025

Title: President



Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

**State of West Virginia
 Centralized Request for Quote
 Info Technology**

Proc Folder: 1797541			Reason for Modification: Addendum No_1 Correct Error - Revised T&C
Doc Description: 81260040 Winter Fleet Management Tracking			
Proc Type: Central Master Agreement			
Date Issued	Solicitation Closes	Solicitation No	Version
2025-11-07	2025-11-25 13:30	CRFQ 0803 DOT2600000037	2

BID RECEIVING LOCATION

BID CLERK
 DEPARTMENT OF ADMINISTRATION PURCHASING
 DIVISION
 2019 WASHINGTON ST E
 CHARLESTON WV 25305
 US

VENDOR

Vendor Customer Code:

Vendor Name LB Technology, Inc.

Address : 6991 Appling Farms Pkwy, Ste 101

Street :

City : Memphis

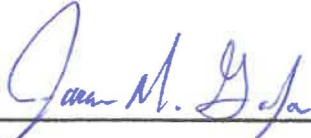
State : TN **Country :** USA **Zip :** 38113

Principal Contact : Jason Gafa

Vendor Contact Phone: 904-480-8831 **Extension:**

FOR INFORMATION CONTACT THE BUYER

John W Estep
 304-558-2566
 john.w.estep@wv.gov

Vendor Signature X  **FEIN#** 46-5739557 **DATE** 12-9-2025

All offers subject to all terms and conditions contained in this solicitation

DESIGNATED CONTACT: Vendor appoints the individual identified in this Section as the Contract Administrator and the initial point of contact for matters relating to this Contract.

(Printed Name and Title) JASON GAFA, President
(Address) 6991 Appleby Farms Parkway, suite 101 Memphis, TN 38113
(Phone Number) / (Fax Number) 901-480-8831
(email address) JGAFA@lbtelematics.com

CERTIFICATION AND SIGNATURE: By signing below, or submitting documentation through wvOASIS, I certify that: I have reviewed this Solicitation/Contract in its entirety; that I understand the requirements, terms and conditions, and other information contained herein; that this bid, offer or proposal constitutes an offer to the State that cannot be unilaterally withdrawn; that the product or service proposed meets the mandatory requirements contained in the Solicitation/Contract for that product or service, unless otherwise stated herein; that the Vendor accepts the terms and conditions contained in the Solicitation, unless otherwise stated herein; that I am submitting this bid, offer or proposal for review and consideration; that this bid or offer was made without prior understanding, agreement, or connection with any entity submitting a bid or offer for the same material, supplies, equipment or services; that this bid or offer is in all respects fair and without collusion or fraud; that this Contract is accepted or entered into without any prior understanding, agreement, or connection to any other entity that could be considered a violation of law; that I am authorized by the Vendor to execute and submit this bid, offer, or proposal, or any documents related thereto on Vendor's behalf; that I am authorized to bind the vendor in a contractual relationship; and that to the best of my knowledge, the vendor has properly registered with any State agency that may require registration.

By signing below, I further certify that I understand this Contract is subject to the provisions of West Virginia Code § 5A-3-62, which automatically voids certain contract clauses that violate State law; and that pursuant to W. Va. Code 5A-3-63, the entity entering into this contract is prohibited from engaging in a boycott against Israel.

LB Technology, Inc
(Company)
Jason M Gafa
(Signature of Authorized Representative)
President and Chief Operating Officer
(Printed Name and Title of Authorized Representative) (Date)
901-480-8831
(Phone Number) (Fax Number)
jgafa@lbtelematics.com
(Email Address)

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.: CRFQ DOT2600000037

Instructions: Please acknowledge receipt of all addenda issued with this solicitation by completing this addendum acknowledgment form. Check the box next to each addendum received and sign below. Failure to acknowledge the addenda may result in bid disqualification.

Acknowledgment: I hereby acknowledge receipt of the following addenda and have made the necessary revisions to my proposal, plans and/or specification, etc.

Addendum Numbers Received:

(Check the box next to each addendum received)

- | | |
|--|---|
| <input checked="" type="checkbox"/> Addendum No. 1 | <input checked="" type="checkbox"/> Addendum No. 6 |
| <input checked="" type="checkbox"/> Addendum No. 2 | <input checked="" type="checkbox"/> Addendum No. 7 |
| <input checked="" type="checkbox"/> Addendum No. 3 | <input checked="" type="checkbox"/> Addendum No. 8 |
| <input checked="" type="checkbox"/> Addendum No. 4 | <input checked="" type="checkbox"/> Addendum No. 9 |
| <input checked="" type="checkbox"/> Addendum No. 5 | <input checked="" type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of the addenda may be cause for rejection of this bid. I further understand that that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

LB Technology, Inc
Company
Jane M. Gafa
Authorized Signature
12-8-2025
Date

NOTE: This addendum acknowledgment should be submitted with the bid to expedite document processing.



Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130


**State of West Virginia
 Centralized Request for Quote
 Info Technology**

Proc Folder: 1797541		Reason for Modification:	
Doc Description: 81260040 Winter Fleet Management Tracking		Addendum No_2 Add Revised Specifications Add Revised Pricing Page Add Vendor Questions and Respon..... See Page 2 for complete info	
Proc Type: Central Master Agreement			
Date Issued	Solicitation Closes	Solicitation No	Version
2025-11-18	2025-12-11 13:30	CRFQ 0803 DOT2600000037	3

BID RECEIVING LOCATION
 BID CLERK
 DEPARTMENT OF ADMINISTRATION
 PURCHASING DIVISION
 2019 WASHINGTON ST E
 CHARLESTON WV 25305
 US

VENDOR
Vendor Customer Code:
Vendor Name : LB Technology, Inc.
Address : 6991 Appling Farms Pkwy, Ste 101
Street :
City : Memphis
State : TN **Country :** USA **Zip :** 38113
Principal Contact : Jason Gafa
Vendor Contact Phone: 901-480-8840 **Extension:**

FOR INFORMATION CONTACT THE BUYER
 John W Estep
 304-558-2566
 john.w.estep@wv.gov

Vendor Signature X  **FEIN#** 46-5739557 **DATE** 12-9-2025

All offers subject to all terms and conditions contained in this solicitation

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|--|--|
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| <input checked="" type="checkbox"/> Addendum No. 3 | <input type="checkbox"/> Addendum No. 8 |
| <input type="checkbox"/> Addendum No. 4 | <input type="checkbox"/> Addendum No. 9 |
| <input type="checkbox"/> Addendum No. 5 | <input type="checkbox"/> Addendum No. 10 |

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LB Technology, Inc

Company

Jann M. Goff

Authorized Signature

12-9-2025

Date

NOTE: This addendum acknowledgment should be submitted with the bid to expedite document processing.

REQUEST FOR QUOTATION
[Web-based fleet management and tracking GEOTAB or equal]

- 8.2 Vendor Supply:** Vendor must carry sufficient inventory of the Contract Items being offered to fulfill its obligations under this Contract. By signing its bid, Vendor certifies that it can supply the Contract Items contained in its bid response.
- 8.3 Reports:** Vendor shall provide quarterly reports and annual summaries to the Agency showing the Agency's items purchased, quantities of items purchased, and total dollar value of the items purchased. Vendor shall also provide reports, upon request, showing the items purchased during the term of this Contract, the quantity purchased for each of those items, and the total value of purchases for each of those items. Failure to supply such reports may be grounds for cancellation of this Contract.
- 8.4 Contract Manager:** During its performance of this Contract, Vendor must designate and maintain a primary contract manager responsible for overseeing Vendor's responsibilities under this Contract. The Contract manager must be available during normal business hours to address any customer service or other issues related to this Contract. Vendor should list its Contract manager and his or her contact information below.

Contract Manager: JASON M GAFA
Telephone Number: 901-480-8840
Fax Number: N/A
Email Address: JGAFA@lbttelematics.com



Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

State of West Virginia
 Centralized Request for Quote
 Info Technology

Proc Folder: 1797541	Reason for Modification: ADDENDUM NO_3 Attach REVISED Pricing Page Vendor Questions and Responses Bid Opening Remains 12/11/2025		
Doc Description: 81260040 Winter Fleet Management Tracking			
Proc Type: Central Master Agreement			
Date Issued	Solicitation Closes	Solicitation No	Version
2025-11-21	2025-12-11 13:30	CRFQ 0803 DOT2600000037	4

BID RECEIVING LOCATION

BID CLERK
 DEPARTMENT OF ADMINISTRATION
 PURCHASING DIVISION
 2019 WASHINGTON ST E
 CHARLESTON WV 25305
 US

VENDOR

Vendor Customer Code:

Vendor Name : LB Technology Inc.

Address : 6991 Appling Farms Pkwy, Ste 101

Street :

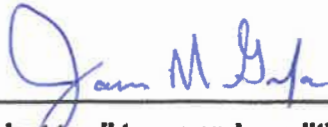
City : Memphis

State : TN **Country :** USA **Zip :** 38113

Principal Contact : Jason Gafa

Vendor Contact Phone: 901-480-8840 **Extension:**

FOR INFORMATION CONTACT THE BUYER
 John W Estep
 304-558-2566
 john.w.estep@wv.gov

Vendor Signature X  **FEIN#** 46-5739557 **DATE** 12-9-2025

All offers subject to all terms and conditions contained in this solicitation

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.: CRFO DOT2600000037

Instructions: Please acknowledge receipt of all addenda issued with this solicitation by completing this addendum acknowledgment form. Check the box next to each addendum received and sign below. Failure to acknowledge the addenda may result in bid disqualification.

Acknowledgment: I hereby acknowledge receipt of the following addenda and have made the necessary revisions to my proposal, plans and/or specification, etc.

Addendum Numbers Received:

(Check the box next to each addendum received)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Addendum No. 1 | <input type="checkbox"/> Addendum No. 6 |
| <input checked="" type="checkbox"/> Addendum No. 2 | <input type="checkbox"/> Addendum No. 7 |
| <input checked="" type="checkbox"/> Addendum No. 3 | <input type="checkbox"/> Addendum No. 8 |
| <input type="checkbox"/> Addendum No. 4 | <input type="checkbox"/> Addendum No. 9 |
| <input type="checkbox"/> Addendum No. 5 | <input type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of the addenda may be cause for rejection of this bid. I further understand that that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

LB Technology Inc
Company
James M. Goff
Authorized Signature
12-9-2025
Date



Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

State of West Virginia
 Centralized Request for Quote
 Info Technology

Proc Folder: 1797541			Reason for Modification:
Doc Description: 81260040 Winter Fleet Management Tracking			
Proc Type: Central Master Agreement			
Date Issued	Solicitation Closes	Solicitation No	Version
2025-11-03	2025-11-25 13:30	CRFQ 0803 DOT2600000037	1

BID RECEIVING LOCATION

BID CLERK
 DEPARTMENT OF ADMINISTRATION
 PURCHASING DIVISION
 2019 WASHINGTON ST E
 CHARLESTON WV 25305
 US

VENDOR

Vendor Customer Code:
 Vendor Name : *LR Technology, INC*
 Address : *6991*
 Street : *Appling Farms Parkway, Suite 101*
 City : *Memphis*
 State : *TN* Country : *US* Zip : *38133*
 Principal Contact : *JASON GAFA*
 Vendor Contact Phone: *901-480-8840* Extension:

FOR INFORMATION CONTACT THE BUYER
 John W Estep
 304-558-2566
 john.w.estep@wv.gov

Vendor Signature X *Jason M Gafa* FEIN# *46-5739557* DATE *12-9-2025*

All offers subject to all terms and conditions contained in this solicitation



Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

State of West Virginia
 Centralized Request for Quote
 Info Technology

Proc Folder: 1797541		Reason for Modification:	
Doc Description: 81260040 Winter Fleet Management Tracking		ADDENDUM NO_4 Vendor Questions and Responses Revised Pricing Page Bid Opening Moves to 12/16/2025	
Proc Type: Central Master Agreement			
Date Issued	Solicitation Closes	Solicitation No	Version
2025-12-11	2025-12-16 13:30	CRFQ 0803 DOT2600000037	5

BID RECEIVING LOCATION

BID CLERK
 DEPARTMENT OF ADMINISTRATION
 PURCHASING DIVISION
 2019 WASHINGTON ST E
 CHARLESTON WV 25305
 US

VENDOR

Vendor Customer Code:
 Vendor Name : *LB Technology, INC*
 Address : *6991*
 Street : *Applying Farms Parkway, Suite 101*
 City : *Memphis*
 State : *TN* Country : *US* Zip : *38135*
 Principal Contact : *JASON M GAFA*
 Vendor Contact Phone: *901-480-8840* Extension:

FOR INFORMATION CONTACT THE BUYER
 John W Estep
 304-558-2566
 john.w.estep@wv.gov

Vendor Signature X *[Signature]* FEIN# *46-5739557* DATE *12-11-2025*

All offers subject to all terms and conditions contained in this solicitation

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.: CRFQ DOT2600000037

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| <input checked="" type="checkbox"/> Addendum No. 4 | <input type="checkbox"/> Addendum No. 9 |
| <input type="checkbox"/> Addendum No. 5 | <input type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of the addenda may be cause for rejection of this bid. I further understand that that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

LB Technology, Inc
Company
Juan M. Lopez
Authorized Signature
12-11-2025
Date

NOTE: This addendum acknowledgment should be submitted with the bid to expedite document processing.